# C/CAG

#### CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

Atherton \* Belmont \* Brisbane \* Burlingame \* Colma \* Daly City \* East Palo Alto \* Foster City \* Half Moon Bay \* Hillsborough \* Menlo Park Millbrae \* Pacifica \* Portola Valley \* Redwood City \* San Bruno \* San Carlos \* San Mateo \* San Mateo County \* South San Francisco \* Woodside

# **AGENDA**

The next meeting of the Congestion Management & Air Quality Committee will be as follows.

Date:

Monday, May 23, 2005 - 3:00 to 5:00 p.m.

Place:

San Mateo City Hall

330 West 20th Avenue, San Mateo, California Conference Room C (across from Council Chambers)

PLEASE CALL WALTER MARTONE (599-1465) IF YOU ARE UNABLE TO ATTEND.

		,		
1.	Public Comment On Items Not On The Agenda	Presentations are limited to 3 minutes.		3:00 p.m. (5 mins)
	CONSENT	'AGENDA		
2.	Minutes of April 25, 2005 meeting.	Action (Martone)	Pages 1-4	3:05 p.m. (5 mins)
	REGULAR	AGENDA		
3.	C/CAG budget for Fiscal Year 05-06.	Action (Napier)	Pages 5-36	3:10 p.m. 20 mins
4.	Recommendations for the award of funding to cities under the 3rd cycle of the "local transportation services" component of the Countywide Congestion Relief Plan (shuttle program).	Action (Martone)	Pages 37-42	3:30 p.m. 15 mins
5.	MTC's Transit Oriented Development Program (TOD) and potential impact on the Dumbarton Rail Extension.	Action (Napier)	Pages 43-54	3:45 p.m. (20 mins)
6.	Discussion on the new Environmental role of CMAQ and consideration of a change in name for the Committee.	Information/ Possible Action (Boone)	Pages 55-56 and Oral Report	4:05 p.m. 20 mins

7.	Information on potential housing nexus study.	Information (Duino)	Oral Report	4:25 p.m. 10 min
8.	Information on the update for the Countywide Transportation Plan.	Information (Duino)	Oral Report	4:35 p.m. 10 min
9.	Member comments and announcements.	Information (Townsend)		4:45 p.m. 10 min
10	Adjournment and establishment of next meeting date for June 27, 2005.	Action (Townsend)		4:55 p.m.

NOTE:

All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

# Other enclosures/Correspondence

None

# CITY/COUNTY ASSOCIATION OF GOVERNMENTS COMMITTEE ON CONGESTION MANAGEMENT AND AIR QUALITY (CMAQ)

# MINUTES MEETING OF APRIL 25, 2005

At 3:03 p.m., the meeting was called to order by Chairman Marland Townsend in Conference Room C of San Mateo City Hall.

Members Attending: David Bauer, Jim Bigelow, Judith Christensen, Tom Davids, Linda Larson, Vice Chair Sue Lempert, Arthur Lloyd, Karyl Matsumoto, Irene O'Connell, Barbara Pierce, Sepi Richardson, Chairman Marland Townsend, and Onnolee Trapp.

Staff/Guests Attending: Walter Martone and Geoff Kline (C/CAG Staff - County Public Works), Tom Madalena (C/CAG Staff - County Planning), Richard Napier (C/CAG Executive Director), Christine Maley-Grubl (Peninsula Traffic Congestion Relief Alliance), and Pat Dixon (Transportation Authority CAC and MTC Elderly and Disabled Advisory Committee).

# 1. Public comment on items not on the agenda.

Christine Maley-Grubl from the Alliance announced that this year's Bike-to-Work Day
will be on Thursday, May 19th. Events in San Mateo County to promote this Day and the
use of bicycles for commuting are being coordinated by the Alliance.

## CONSENT AGENDA

2. Minutes of February 28, 2005 meeting.

It was noted that the date at the top of the minutes was incorrectly listed as January 31, 2005.

Motion: To approve the Minutes as amended with the date changed to February 28, 2005. Bigelow/Richardson, unanimous.

#### REGILAR AGENDA

3. Recommendations for the award of grants under the Transit Oriented Development Program (TOD).

Tom Madalena presented this item for consideration by the Committee.

- · A total of 14 projects were submitted.
- \$2.7 million was available to fund projects.
- The criteria for funding eligibility was that the project be located within one-third mile of a rail station and have a density of at least 40 units per acre.
- · Construction on the project must begin within 2 years of the adoption of the funding

- recommendation by C/CAG.
- A total of 2192 bedrooms, of which 727 were considered affordable units, were eligible for the funds.
- Based on the funding available, each bedroom can be awarded \$1,182 and each
  affordable unit can be awarded \$149. Project sponsors must show proof of the affordable
  units before they can receive the funding.
- It is totally up to each individual jurisdiction to determine the rate if any of affordable units to be included in a project.
- There will likely be another round of incentive funding in about two years time.
- Any funds that are not utilized by the projects in this funding cycle will roll over to a future funding cycle.

#### Questions/Comments:

- It was suggested that due to the fact that this program has become popular and that more
  applications are being received than funds available, consideration should be given to
  supplementing the pot of funds with additional money.
- C/CAG may want to consider different incentives when a project exceeds a 10% or 20% affordable unit rate.
- The project in San Bruno that has a density of 120 units per acre appears to be an
  extremely high density to be situated right next to the railroad tracks.
- Staff should follow up on previously funded projects to determine the rates of transit usage.

Motion: To approve the award of grants under the Transit Oriented Development Program as recommended by the TAC and staff. Bigelow/O'Connell, unanimous.

# C/CAG budget for Fiscal Year 05-06.

Richard Napier, Executive Director presented the draft transportation budget for C/CAG for fiscal year 05-06. The budget was built on a number of assumptions. They include:

- The city/County assessments will be leveraged between 16 and 25 times by State, Federal, and other local funds.
- The city/County assessments are being kept constant for the next fiscal year even though C/CAG expenses have been increasing. This will require the use of 100% of the reserve funds under transportation.
- The main reasons that the transportation fund expenses have been increasing is because C/CAG is the sponsor of more transportation studies than it has ever been involved with in the past.
- The General Fund expenses are being shared among the other funding sources as per a
  policy that was previously adopted by C/CAG.
- C/CAG staff plans on becoming more aggressive in seeking and securing outside funds and grants.
- C/CAG operates on a cash basis; therefore the beginning balance is more a reflection of cash flow than actual funding obligations for a particular year.

- Matching funds from the Transportation Authority are also included in the budget for the Congestion Relief Plan.
- The beginning balance for the Congestion Relief Plan shows a steep decline due to the fact that C/CAG approved a one-time allocation of funds to all member agencies to assist during the recent difficult funding times for local governments.
- The Local Service element of the Congestion Relief Plan is for shuttles operated by the member agencies. It is paid for in the following manner 50% by the member agency, 25% by C/CAG under the Congestion Relief Plan, and 25% by the Transportation Authority.
- The Congestion Relief Plan also provides funding to the Alliance so that C/CAG will have a comprehensive, Countywide Transportation Demand Management program in operation.
- The Transportation Fund for Clean Air Program is generally fully obligated each year to support employer based shuttles and the Countywide Transportation Demand Management Program operated by the Alliance.
- The Abandoned Vehicle Abatement fund is basically a pass through of monies collected by the State and then granted to the individual local jurisdictions based on population and the number of vehicles abated.
- The AB 1546 program will be starting up on July 1, 2005. It is anticipated that C/CAG will realize three-quarters of a year of funding during fiscal year 2005-06. Half of these funds will be provided to the cities and the County for transportation and NPDES programs. There was a one-time set up fee of \$104,000 that had to be paid to the Department of Motor Vehicles to collect the new fee authorized by AB 1546. This set up fee is being paid through a loan from the Congestion Relief Plan in fiscal year 2004-05. It will be repaid to that fund as soon as AB 1546 revenues are received in 2005-06.

#### Comments:

- C/CAG should consider developing a multiple year rolling budget.
- A glossary of acronyms would be helpful to understanding some of the budget abbreviations.
- There should be an executive summary to the budget that provides all of the assumptions.
- Concern was expressed that by using up all of the transportation reserves and not having a
  member assessment increase in 05-06, there may be a need for a much steeper assessment
  increase in future years. The narrative to the budget should explain the reasons for
  keeping the assessments flat in 05-06 and to alert the Board and member agencies that
  there will likely be an increase in assessments of 5% in the following year.

Motion: To accept the tentative budget as presented by the staff. Richardson/Bigelow, unanimous.

#### 5. Member comments and announcements.

## Jim Bigelow:

The Metropolitan Transportation Commission has developed a new policy on Transit
Oriented Development and has linked it to funding for new rail starts. There could be a

negative impact of this policy on the Dumbarton Rail Extension program. This item should be discussed at a future CMAQ meeting.

#### Judith Christensen:

 CMAQ needs to consider population densities and the capacity of the land and infrastructure to handle future increases before adopting policies regarding addition densification of housing.

# Sue Lempert:

- A lawsuit has been filed against the Metropolitan Transportation Commission alleging
  that this body provides a higher level of subsidies to transit systems that have greater
  white population ridership and a lower level of subsidies to transit systems that have
  greater minority population ridership.
- Santa Clara County appears to be taking steps to reduce its funding commitment to Caltrain in order to increase the funding to BART.

# 6. Adjournment and establishment of next meeting date.

The next regular meeting was scheduled for May 23, 2005 (moved up one week due to Memorial Day. At 4:13 p.m., the meeting was adjourned.

## C/CAG AGENDA REPORT

Date:

May 12, 2005

TO:

C/CAG Board of Directors

From:

Richard Napier, Executive Director - C/CAG

Subject:

Initial Draft of the C/CAG 2005-06

Program Budget and Fees

(For further information or response to question's, contact Richard Napier at 650 599-1420)

#### Recommendation:

Receive and provide comments on the initial draft of the C/CAG 2005-06 Program Budget and Fees.

## Fiscal Impact:

In accordance with the proposed C/CAG 2005-06 Program Budget.

#### Revenue Sources:

Funding sources for C/CAG include but are not limited to the following:

## Source

- 1- Member Assessments (General and Gas Tax)
- 2- Member San Mateo Congestion Relief Fee
- 3- Metropolitan Transportation Commission Planning Funds
- 4- State Transportation Improvement Program Funds (Controlled)
- 5- Federal STP/ CMAQ Funds (Controlled)
- 6- Transportation Authority Partnerships
- 7- Valley Transportation Authority
- 8- Transportation Fund for Clean Air (Motor Vehicle Fee)
- 9- San Mateo Flood Control District Fee.
- 10- State TDA Article 3 (Controlled)
- 11-AVA Service Fee and AB 1546(Motor Vehicle Fee)
- 12-Interest.

# Background/Discussion:

Staff has developed the C/CAG Program Budget for 2005-06. Refer to the Budget Summary in

Attachment A. The complete detailed budget is provided in a separate attachment for reference. See Attachment B for Member Assessments. Member contributions remain the same as FY 04-05. Population basis for the member assessment is the 2000 census data released 4/01. In order to keep the assessment the same as FY 04-05 for all agencies the population wasn't adjusted for the most recent State Department of Finance Numbers. It would make very minor differences if any. The San Mateo Congestion Relief Plan Program (SMCRP) is a separate program with a fee of \$1,300,000 for the Cities/ County. FY 04-05 was the third year of the SMCRP program. The budget assumes that all C/CAG work is charged to the agency. The assumptions which are the basis for the budget are included as part of the budget summary. A Statement of Revenues, Expenditures, and Changes in Fund Balance is provided for FY 04-05 and FY 05-06 (Attachment A). A comparison of the FY 2004-05 Projection vs. FY 2004-05 Updated Budget is also provided (Attachment E).

# C/CAG 2005-06 Program Budget Process:

The initial draft of the C/CAG 2005-06 Program Budget and Fees will be introduced at the 5/12/05 Board meeting and submitted for approval at the 6/09/05 Board Meeting. The Finance Committee will review the budget before the 5/12/05 C/CAG Board Meeting. In response to suggestions, C/CG staff has made some changes to the Budget presentation to hopefully make it more understandable to the Board. These changes include adding five-year historical data and a five-year projection.

# C/CAG 2004-05 Program Budget Overview:

The C/CAG Budget Summary for FY 2004-05 is provided in Attachment A and Member Assessments in Attachment B. Revenues increased 32.97% and Expenditures decreased 7.98%. Ending Fund Balance increased 10.12%. The reserves between FY 04-05 and FY 05-06 remain the same although reserves of \$138,448 must be transferred to balance the Congestion Management Fund for FY 04-05. If invoices from consultants are delayed then this may not be necessary. The C/CAG Board approved a policy that stated that the Transportation Programs Fund, TFCA Fund, and NPDES Fund should pay a proportionate share of certain General Fund cost. These transfers are reflected in both the FY 04-05 Projections and FY 05-06 Budget. The cost for the lobbyist is included in the budget for Transportation (\$36,000) and NPDES (\$36,000).

FY 2004-05 Budget Comparison - See Attachment E.

#### Member Assessments:

The Member Assessments were kept at the same level as FY 04-05 in recognition of the budget problems the Cities and County face. Additionally the proposed budget continues to pay for the lobbyist (\$72,000) without an increase in Member Assessment. This is effectively a 10% savings to Member Agencies. This is the third year that the member assessment has been at the same level. This is starting to create funding issues in the General Fund and Transportation Programs Fund. The Board needs to consider a 3-5% increase to these assessments this year or no later

than FY 06-07. It was held flat this year recognizing that next year Proposition 1A will be in effect and improve local budgets.

Administrative Program Fund \$226,779 (General Fund)

Transportation Programs Fund \$354,564 (Gas Tax or General Fund)

Total C/CAG Assessments \$581,343.

Assessments are made based on population. Basis is the 2000 census data released 4/01

NPDES Agency Direct \$22,252 (Woodside and Brisbane)

NPDES Flood Control District \$1,357,223 Total NPDES \$1,379,475

It is recommended that a fee and surcharge be applied of \$1,379,475.

See Attachment B for Member Assessments.

# San Mateo County Transportation/ Environmental Program (AB 1546):

The C/CAG Board has approved the San Mateo County Transportation/ Environmental Program. Adoption of the program included approval of \$104,000 for this program in FY 04-05. The funds would come from a loan from the San Mateo Congestion Relief Fund. It is proposed that the loan be repaid in FY 05-06. For FY 05-06 it is assumed that all the allocations to each agency will be made. Given the time required for startup it is assumed that limited Countywide programs will be funded in FY 05-06.

## C/CAG Member Fees Highly Leveraged and Cost Savings:

The member dues and fees are highly leveraged. Attachment C provides a Graphical Representation of the C/CAG Budget and visually illustrates the leveraged capacity (Less SMCRP). The FY 05-06 Revenue is leveraged 3.54 to 1. Including the funds that C/CAG controls such as State and Federal Transportation funds increases the leverage to 16.29.to 1. The San Mateo Congestion Relief Program is leveraged 2.93 to 1 (Including City/ County sbuttle match)

Through the C/CAG functions revenues are provided to member agencies that in most cases far exceed the member assessments or fees. Furthermore it would be more costly for the program to be performed by individual agencies than through C/CAG. Developing cost and program efficiency through collective efforts is the whole basis for C/CAG.

# C/CAG 2005-06 Program Budget Assumptions:

The following questions will affect the final presentation of the Budget.

1- Should the member assessments remain the same as FY 04-05 recognizing that no later

- than FY 06-07 it must be increased 3-5%? (Staff assumed Yes)
- 2- Is it accurate to assume that all the Cities/ County will use their AB 1546 allocation within FY 04-05? (Staff assumed Yes)
- 3- Should the San Mateo County Congestion Relief Program fund the administrative and professional support required to implement the program? (Staff assumed Yes)
- 4- Is it acceptable to use all the reserves (\$138,448) from the Transportation Programs in FY 04-05? (Staff assumed Yes) One of the reasons this was necessary was due to the member assessments remaining the same for the past three years.

Comments on these assumptions would be helpful to staff in finalizing the 2005-06 C/CAG Budget.

#### Committee Recommendations:

The Finance Committee will meet on 5/12/05 and review the Budget. The Technical Advisory Committee (TAC) reviewed it on 4/21/05 and the Congestion Management and Air Quality Committee on 4/25/05. The Finance Committee will review the proposed budget and Committee comments. The Finance Committee will make a recommendation on the C/CAG 2005-06 Program Budget and Fees to the Board for the June 9, 2005 Board Meeting.

#### Attachments:

Attachment A - City/County Association of Governments 2005-06 Program Budget Summary

Attachment B - Member Assessments

Attachment C - Graphical Representation of C/CAG Budget

Attachment D. Resolution 05-XX adopting the C/CAG 2005-06 Program Budget and Fees.

Attachment E - FY 2004 - 05 Projection vs. FY 2004 - 05 Updated Budget

#### Alternatives:

1- Receive and provide comments on the initial draft of the C/CAG 2005-06 program Budget and Fees.

# ATTACHMENT A

City/County Association of Governments 2005-06 Program Budget Summary

# **CCAG**

# CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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# CITY/COUNTY ASSOCIATION OF GOVERNMENTS 2004 - 2005 PROGRAM BUDGET JULY 1, 2004 - JUNE 30, 2005

Adopted: May 13, 2004

05/17/05 CHAN	GES IN C/CAG BUDGET BY	FISCAL YEAR		<u></u>
	Projected			<u>i                                      </u>
	Actual	Budgeted	Budget	Budget
	IFY 2004-05	FY 2005-06	Change	% Change
BEGINNING BALANCE	\$3,825,344	\$1,351,074	(\$2,474,270)	-64.687
RESERVE BALANCE	\$282,697	\$194,249	(\$88,448)	   -31.29%
PROJECTED	i			
REVENUES				
	<del>-   -  </del>	<u> </u>		
Interest Earnings	\$29,370	\$38.000	\$8,630	29.38%
Member Contribution	\$1,881,343	\$1,881,343	so	0.00%
Cost Reimbursements	\$383,197	\$0	(\$383,197)	-100.00%
ISTEA Funding	\$400,714	\$390,000	(\$10,714)	-2.67%
Grants  SFIA Traffic Study	\$302,393 ! \$0	\$487,500 \$300,000	\$185,107	81.21%
TECA	\$1,049.336 ;	\$1,114,289	\$300.000 \$64,953	0.00% 6.19%
NPDES	\$1,37B.304	\$1,379,475	, \$1,171	0.08%
AVA	\$680,000	\$680,000	\$0	0.00%
Miscellaneous	\$100,000	\$1,980,000	\$1,880,000	1880.00%
Total Revenues	\$6,204,657	\$8,250,607	\$2,045,950	32.97%
TOTAL SOURCES OF FUNDS	\$10,030,001	\$9,601,681	(\$428,320)	-4.27%
PROJECTED	<del> </del>		_	
EXPENDITURES				
Administration Services	\$467,822	\$517,866	\$50,044	10.70%
Professional Services	\$1,049,203 i	\$1,185,062	\$135,859	12.95%
Consulting Services	\$2,927,610	\$3,295,217	\$367,607	12.56%
Supplies	\$49.950	\$50,000	\$51	0.10%
Prof. Dues & Memberships	\$57.977	\$27,600	(\$30,377)	-52.39%
Conferences & Meetings	\$6.554	\$10,000	\$3,446	52,58%
Publications	\$29,999	\$41,000	\$11,001	36.67%
TFCA Distributions	\$730.732	\$1,055,000	\$324,268	44,38%
NPDES Distributions	50	\$D .	\$0	0.00%
AVA Distrioutions Miscellaneous	\$678,000 \$2,769,528	\$675,000 : \$1,257,177	(\$3,000) (\$1,512,351)	-0.44% 54.61%
Total Expenditures	\$8.767.375	\$8,113,922	(\$653,453)	-7.45%
TRANSFERS				
Transfers In	\$168,212	\$250,440	\$82,229	48.88%
Transfers Out	\$168.212	\$250,440	\$82,229	48.88%
Total Transfers	\$0			0.00%
NET CHANGE	(\$2,562,718)	\$136,685	\$2,699,403	105.33%
TRANSFER TO RESERVES	(\$88,448)	\$0,	\$88,448	100.00%
TOTAL USE OF FUNDS	\$8,678.927	\$8,113,922	(\$565,005)	-6.51%
ENDING FUND BALANCE	\$1,351,074	\$1,487,759	\$136,685	10.12%
RESERVE FUND BALANCE	\$194,249	\$194,249	\$0	0.00%
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NET INCREASE (Decrease) IN FUND BALANCE	(\$2,474.270)	\$136,685	\$2,610.955	105.52%
Note: Baginning/ Ending Reserve Fund	Balance is not included in Re	olonioo/ Foding Fund Relan	nce	
15010. Daginiang Liming 15030196   Ulk		Security Carried Carried Control		

05/17/05	PROJECTED	RIVIEWENT	<u>OF REVENUES</u>	, EXPENDITU			ID BALANCE		
			į	FY 2004-05	C/CAG PROJ				i
	:								
	General Fund			TFÇA	NPDE\$	AVA	IAB 1546		Total
· · · · · · · · · · · · · · · · · · ·		Programs.	Program		<del>                                     </del>		.Program	i—	
BEGINNING BALANCE	\$0	\$2,350,360	\$208,014	\$92,257	\$1,000,621	\$174,172	<b>.</b> \$0	!	\$3,825,34
								!	
RESERVE BALANCE	<b>\$</b> 43,346	5138,448	- 30	\$0	\$100,903	SID.	.\$0		\$282,697
PROJECTED				<del> </del>					
REVENUES				:		t	l		
_				•			l	· - · · · · · · · · · · · · · · · · · ·	ļ <del></del>
nlerest Earnings	\$1,000	55.000	\$10,000	\$4.000	98,370	\$2,000	\$0		\$29,37
Member Contribution  Dost Reimbursements	\$226,779 \$0	\$354.564 \$53.314	\$1,300,000 \$329,883	50 08	\$0 \$0	, \$50	\$0		51,881,34
STEA Funding		\$400.714	\$328,603 SD	. <u>20</u>	\$0	. \$0			\$383,19 \$400,71
Grerwe	\$D	\$200,000	\$102,393	50	\$0	\$0	80	<del>                                     </del>	\$302,39
SFIA Treffic Study	\$D	\$0	50	\$0	\$0	\$0	80		\$
FFCA	\$5	\$0		\$1,048,336	\$0	\$0	\$0		\$1,049,33
NPOES AVA	\$10	<b>\$</b> 0	50	\$0	\$1,378,904	\$0			\$1,378,30
VisteBaneous	\$0 \$0	\$0 \$100,000	50 50	\$0 \$0	\$0 \$0	\$880,000 \$0	\$60 \$60		\$680,000 \$100,000
VISCE BOTTECOS	**.	\$100,000	ar.:	***	***	<del>\$</del> u_	j <b>*</b>		*100,00
Total Revenues	\$227,779	\$1,114,5 <del>9</del> 2	\$1,742,276	\$1,053,336	\$1,384,674	\$682,000	50		\$6,204,651
TOTAL SOURCES OF FUNDS	\$227,779	\$3,464,972	81,950,290	\$1,145,593	\$2,385,195	\$856,172	50		\$10,030,00
	····					<u>'</u>			
PROJECTED						I			
EXPENDITURES									
712774 775	·								
Administration Services	\$105,000	392,895	\$0	810,834	\$146,093	\$12,000	\$101,000		\$467,82
Professional Services	\$99,000	\$729,487	<b>\$</b> 0	\$29,497	3192,219	<b>\$</b> D	- \$0		\$1,049,20
Consulting Services	. \$0	\$579,591	<b>\$1.085,438</b>	\$0	31,262,583	<b>S</b> D	\$0		\$2,927,61
Supplies Prof. Dues & Membarships	<u>842,250</u>	\$3,393	\$0	\$0	\$1,307	3D	\$3,000		\$49,96
Conferences & Meatings	\$1,800 \$3,000	\$2,054	\$0 \$0	\$0 \$0	\$55.377 \$1.500	3D 3D	\$0 \$0		\$57,97. \$6,654
Publications	\$20,000	\$2,034	\$0 \$0	\$0	\$9,999	3D	\$0 \$0	<del></del>	\$29,99
TFCA Dishibujions	\$0	30	\$0	3730,732	30	3D	\$0		\$730,73
NPDES Distributions	\$0	30	\$0	\$0	30	350	\$0		<u> </u>
AVA Distributions	, <b>\$</b> 0,	30	\$0	<b>\$</b> 0	\$0	\$678,000	<b>5</b> 0		\$878,00
Miscelanocus	\$1,800	\$2,00 <b>0,32</b> 3	5692,405	\$0.	<b>\$</b> 75,0 <b>0</b> 0	. \$0_	\$0		\$2,769,520
Total Expenditures	\$271,660	\$3,407,743	\$1,777,841	\$771,063	\$1,745,076	\$690,000	\$104,000		\$8,767,375
		40,791,140			41,1,42,0113	#100,000	9,04,000	·-· ·	
TRANSFERS								•	
Trænsfers In	\$64,212	\$0	<b></b>	<u> </u>	\$0	\$:)	5104,000		\$168,21
Transfers Out	3D	<b>523,877</b>	\$104,000	\$2,785	\$37,550	3D	\$0	L	\$168,217
Total Transfers	(\$64,212)	\$23,877	\$104,000	\$2,786	\$37,55D	\$0	(\$104,000)	— -···- ·	<b>\$</b> !
NET CHANGE	\$20,341	(\$2,317,027)	(\$139,565)	\$279,408	(\$397,954)	(\$2,000)	\$0		(\$2,552,716
	422.5.1	(4-1-11) -in/. L	(9100,000)		1425	. (42,-2)	*-		(+=1-4=4)
TRANSFER TO RESERVES	\$D	(\$88.448)	\$0	\$0	\$0	\$0	‡0		\$88,441
TOTAL USE OF FUNDS	\$207,43B	\$3,343,171	81,681,841	\$773,848	\$1,782,628	\$690,000	<b>\$</b> 0		\$8,678,921
ENDING FUND BALANCE	\$20,341	\$121,800	\$68,449	\$371,745	\$602,587	\$168,172	\$0		\$1,351,074
TOTAL DISTRICT	<u> </u>		<b>\$</b> 55,745	42.1,140	4022/02:	*1004112	-		#1,041,01
RESERVE FUND BALANCE	\$43,346	\$50,000	62	sc.	\$100,903	\$0	\$00		\$194,249
NET INCREASE (Decrease) IN FUND BALANCE	\$20,341	(82,228,579)	[\$139,585]	\$278.48B	(\$397,954)	(\$8,000)	50		· (\$2,474,27)
As of June 30, 2005				<u> </u>		ı · · · · · · · · · · · · · · · · · · ·	<u> </u>		: • •
s. s. mine and wang	<b>——</b>								i
Note: Deginning/ Ending Resen									
See individual tund summaries o	nd fessal year a	omments for d	etails on Misce	teneous exper	vezas.	l-———			
	\$105,000	892,895		\$10,834	\$146,093			!	\$354,82
% Basis		0.281807329			0.411738025				100
Admin Cost Sharing									
Legal Services	\$26,000		<u> </u>	<u> </u>				:	
Accounting Services	\$32,000								
Utilice Space	\$33, <b>2</b> 00				· ·	· · -···			
Total	\$91,200			<del> </del>		—···			
						<b></b>		L	
	\$26,989.18	\$23,876.83		32,784.67	\$37,950.33				. \$91,20
Trensfer Out		\$23,876,63		\$2,784.67	\$37,550.33	:		<b></b>	
Transfer In	864,214,82								

127

10547706	IDDA IRSEC	\ D7 \ M= +-						
05/17/06	PROJECTEI	2 STATEMENT	OF REVENU		TURES, AND C		UND BALANC	E
<del></del>	+	<del> </del>	<del>                                     </del>	FY 2005-06	PROGRAME	UDGET		
	General Fund	Transportation	NSMCŘĚ	TECA	NPDES	AVA	AB 1548	Total
		Programs	Program	1	1141 1523	nrz.	Program	1044
DECKNING DAY 1 1 1 2		<b></b>			i			
BEGINNING BALANCE	520,341	\$121,800	\$58,449	\$371,745	9502,567	\$166,172	50	\$1,361,074
RESERVE BALANCE	\$43,346	\$50,000	PD.		P100 005	i	— <u> </u>	-i\
TOPINTE BALANCE	143.340	. 200,000	250	: <b>5</b> 0	i \$1 <b>0</b> 0, <b>9</b> 03	50	\$0	\$184,248
PROJECTED				<del></del>	!		· ·-	<u> </u>
REVENUES		1		1	<del></del>	l <del>-</del>		<u>'</u>
		L	<del>"</del>			i		<u> </u>
Interest Earnings	\$1,000	\$5,000	310,000	\$4,000	\$6,000	\$2,000	\$10. <b>0</b> 80	; \$38,00ó
Member Contribution Cost Reimbursements	\$228,779	8354.564	31,300,000	<b>2</b> D		50	\$0	51,081,343
ISTEA Funding	SD SD	\$0,000 \$390,000	\$0		\$0	\$0		\$10
Grans	👸	\$40,000	\$0 \$447,500	\$6	\$0 \$0	\$0 \$0		
SFIA Yratho Study	\$0	\$300,000	30	\$0				\$487,500 \$300,000
TFCA	\$0	\$67,000	. <u>20</u>	\$1,047,289	- 30	<b>3</b> 0	\$D	\$1,114,239
NPDES	20	\$0	\$50			\$0	<b>3</b> D	\$1,379,475
AVA	<b>3</b> D	50	\$0		. \$0	\$680,000	3D	\$680,000
Miscellaneous	SD	\$120,000	: 50		\$0	\$0	51,860,000	\$1,980,000
Total Revenues	5227,779	51,276,584	\$1,757,500	\$1,051,289	T/ 955 175	E£43 550	ta piro pas	7744 <u>- 48</u>
	1- 4551 (13)	91,219,004	<b>4</b> 1'\a\'a\'a\n	91,001,289	31,385,475	<b>\$682.00</b> 0	\$1,870,000	\$8,250,607
TOTAL SOURCES OF FUNDS	\$248,120	\$1,398.364	\$1,825,949	\$1,423,634	\$1,998,042	\$848,172	\$1,870,600	\$9,601,681
	,,			+1,123,224	4,0340,017	45.15(11.2)	411,000	40,001,000
		. 4				:		
PROJECTED				. "				
EXPENDITURES	<u>'</u>						:i	:
d designates and Exercises		·· <u>****</u>	<b>#</b> 00 000					
Administration Services Professional Services	\$103,000   \$100,000	\$93,741 3747,582	\$20,000 \$50,000	\$15,300	5148,825 5000,500	\$15,000	\$125,000 \$50,000	\$517,866
Consulting Services	\$100,030	\$418,000	\$1,595,000	\$31,000 \$0	\$206,600 \$984,217	\$0 i	\$300,000	\$1,185,062
Supplies	\$44.500	\$4,000	\$0.	\$ <u>0</u> _	\$1,500	50	\$00, <b>0</b> 00 1	
Prof. Dues & Memberships	\$1,600	30	50	\$0	\$28,000	\$0	\$60 i	\$27,500
Conferences & Meetings	\$4,000	\$4,500	\$0	\$0	\$1,500	\$C	\$0	\$10,000
Publications	\$20,500	\$5,500	20	<b>50</b>	\$15,000	<b>\$</b> 0	\$0	\$41,000
TFCA Distributions	\$0	\$0.		\$1,055,000	<b>5</b> D	30	.\$0	\$1,055,000
NPDES Distributions	\$0	<u> </u>	30	<b>\$</b> 0	so	<b>5</b> D	<b>\$</b> @_	\$D
AVA Distributions Miscellaneous	\$2,000	\$0. \$102. <b>1</b> 77		\$D	\$0	\$875,000	\$0	\$675,000
, , , , , , , , , , , , , , , , , , ,	#2,000	4102.177	\$0	<b>\$</b> D	\$50,000	<b>\$</b> D	\$1,103,000 T	\$1,257,t77
Total Expenditures	\$275,800	S1,373.480	\$1,685,000	\$1 <b>09</b> 7,300	\$1 434 542	\$690,000 ;	\$1,578,000 ;	\$8,113,922
	<del></del>		1	#11 BB 13 BB 1			#1,010,000 j	46,110,022
TRANSFERS					- 1			
Transfers to	\$67,657		\$104,000	<b>\$</b> 70,783	30	\$0	\$61	\$250,440
Transfers Out		\$24,885	30	\$81,783	<b>\$30,773</b>	50	\$104,000	\$250,440
) otal Transfers	(\$67,657)	\$24,885	(\$104,000)	\$3,000	\$39,773	<u>\$0</u>	\$104,000	. \$0
NET CHANGE	519,836	(\$121,801)	\$198,60D	(\$49,011)	(\$40 DAM	<b>(\$8</b> ,000)	\$188.000	
	810,000	(4121,001,	<b>*</b> 100,000		(\$88,840)	(40,000)	*100X00	\$136,685
TRANSFER TO RESERVES	\$0	\$0	50	SD	150	260	\$0.	· · · - ·
			<u> </u>					
TOTAL USE OF FUNDS	\$207,943	31,398,365	\$1,581,000	\$1,100,300	\$1,474,315	\$690,000	\$1,682,000	\$6,113,922
ENDING FURE DAY 11125								
ENDING FUND BALANCE	\$40,177	(\$0)	\$284,949	\$322,735	\$513,727	\$158,172	5188,000	\$1,487,769
RESERVE FUND BALANCE	\$43,346	\$50,000	\$0	\$ō	\$100.903	sio.	· · ‡0-	\$194,249
		1000000	40		4100.903			3194,249
NET INCREASE (Decrease)	\$19,835	(\$121.801)	S196.500	(\$48,011)	(\$88.840)	(\$6,600)	\$183,000	\$136,885
IN FUND BALANCE	:							*i
As af June 30, 2005								
Made. Bassastas Contract								· · · · · · · · · · · · · · · · · · ·
Note: Beganning/Endurg Reserv Sen individual fund summenes s	e Fund Bélanti	e is nét includé ommonis tos di	o en Heginning.	<u>Ending Fund</u>	Balance	·· <del> </del>		
Over marviolism name samminenes e	im hizoni Aani D	iniinieimi ni, a	CICHA CER MISCR	япорыя вхраг І	12945		<del></del>	<u> </u>
	\$103,000 ·	\$93,741		\$11,300	\$149,825		<u> </u>	\$357,866
% Hesse	0,287817228		i	0.031576065				100%
Admin Cost Sharing	****		i					
Legai Services Accounting Services	\$26,006 \$34,009						<del>- i</del>	
Accounting Services	\$35,000			·		!·	··· <del>-</del>	<del></del> (
			i	——· ·†		j		<u> </u>
Total :	\$95,000							
	,							
Transles Del	\$27,342.64	\$24,884.72		<b>\$2,999.73</b>	\$99,772.82			\$95,000
Transier Out		524,884.72		<b>\$2,999.7</b> 3	\$39,772.82			
Transfer In	\$67,687.36							· · · · · · · · · · · · · · ·

# CITY/COUNTY ASSOCIATION OF GOVERNMENTS 2005-06 PROGRAM BUDGET JULY 1, 2005 - JUNE 30, 2006

(by fund)

# ADMINISTRATIVE PROGRAM - GENERAL FUND

PROGRAM DESCRIPTION: The General Fund finances the administrative functions of C/CAG.

Issues: No increase in member assessment for FY 05-06. Have not increased member assessments for three years. Need to increase member assessment 5% in FY 06-07. Still have not identified a source of revenue for the Airport Land Use Commission.

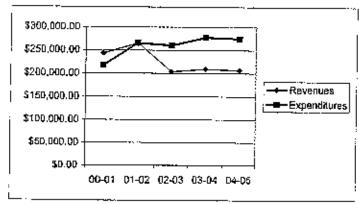
Reserves: Important to have adequate reserves. Current level of \$43,346 is approximately 15% of expenditures. Would like to increase to 25% in the future.

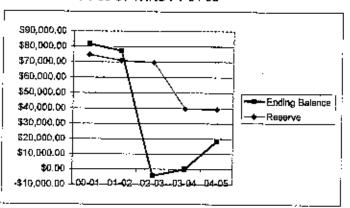
ESTIMATED BEGINNING BALANCE		\$20,341	
RESERVE BALANCE			\$43,346
PROJECTED REVENUES			
Interest Income Member Assessments (General Fund) (See Attachment B)	\$1,000 \$226,7 <b>7</b> 9		
Grants	\$0		
TOTAL PROJECTED REVENUES	\$227,779	\$227,779	
TOTAL SOURCES OF FUNDS		\$248,120	
PROPOSED EXPENDITURES			
Administrative Services Professional Services Consulting Services Supplies' Professional Dues & Memberships Conferences & Meetings Publications Miscellaneous	\$103,000 \$100,000 \$0 \$44,500 \$1,600 \$4,000 \$20,500 \$2,000		
TOTAL EXPENDITURES	\$275,600	\$275,600	
TRANSFERS	(\$67,657)	(\$67,657)	
NET CHANGE	\$19,836		
TRANSFER TO RESERVES	\$0		
TOTAL USE OF FUNDS		\$207,943	
ENDING FUND BALANCE		\$40,177	
RESERVE FUND BALANCE			\$43,346

#### **GENERAL FUND**

# NORMALIZED FIVE YEAR HISTORICAL OVERVIEW

General Fund Five Year History (Normalized to 2000) General Fund Five Year History (Normalized to 2000) FY 00-01 THRU FY 04-05 FY 00-01 THRU FY 04-05

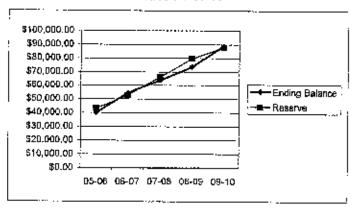




# NORMALIZED FIVE YEAR PROJECTION OVERVIEW

General Fund Five Year Projection (Normalized to 2005) FY 05-06 THRU FY 09-10

\$350,000,00 \$200,000,00 \$200,000,00 \$150,000,00 \$100,000,00 \$100,000,00 \$0.00 \$ General Fund Five Year Projection (Normalized to 2005) FY 05-06 THRU FY 09-10



Assumed 1.5% CPI for next Four Years

Assumed 1.5% CPI for next Four Years

TREND:

Multi-year assumption was a 3% per year increase for both Revenue (%5 YR1) and Expenditures.

Need to increase Revenue (Member Assessment) no later than FY 06-07 to track expenditures.

Should increase the Revenue by 5% to allow the Revenue to close the gap with the Expenditures.

The transfers into the General Fund from the Transportation Programs, TFCA, and NPDES Funds enable the Ending Balance to stay positive and somewhat increase.

In order to reduce the transfers from the other funds and to develop an adequate level of reserves, it is necessary to increase the Member Assessments no later than FY 06-07.

Proposed increase in Member Assessments will allow reserves to increase to to \$93,346 in FY 08-09.

	Projected .	<u>'</u>		·
<del></del> -	Projected	··		
<del></del> ·	IFY 2004-05	Budgeted FY 2005-06	Budget	Dudget
		F 1 2003-00	Change	% Change
BEGINNING BALANCE	\$0	\$20,341	\$20,341	0.00
RESERVE BALANCE	\$43,346	843,346	\$0	<u>0.00</u>
PROJECTED	<del></del>	· · · · · · · · · · · · · · · · · · ·		
REVENUES				j ———
		. —		. —
nterest Earnings	\$1,000	\$1,000	\$0	0.00
Member Contribution	\$226,779	\$226,779	\$0	0.00
Cost Reimbursements	\$0	<u> </u>	\$0	0.00
STEA Funding	\$0	<b>\$</b> 0	\$0	0.00
Grants SFIA Traffic Study		<b>5</b> 0	\$0	0.00
FECA	. \$0	\$0	\$0	0.00
NPDES	50	\$0	\$0	0.00
AVA	\$0	\$0	S0	0.00
Miscellaneous	\$0	\$0 '	\$0	0.00
Alscellarieous	\$0	\$0		Ď.DD
otal Revenues	\$227.779	\$227,779	\$0	0.00
OTAL SOURCES OF FUNDS	\$227.779	, \$248,120	\$20,341	 8. <del>93</del>
PROJECTED	—·· ·——			
EXPENDITURES	—-   ·			
EXPENDITORES	<del></del>		<u> </u>	
Administration Services			<del></del>	
Professional Services	\$105,000	\$103,000	(\$2,000)	-1.90
Consulting Services	598,000	\$100,000	\$2,000	2.04
Supplies	- <u>\$0</u> \$42,250	\$0	\$0	0.00
Prof. Dues & Memberships	\$1,600	\$44,500	\$2,250	5.33
Conferences & Meetings	\$3,000 —	\$1,600	\$0	0.00
Publications	\$20,000	\$4,000	\$1,000	33.33
FCA Distributions	\$20,000	\$20,500		2.50
NPDES Distributions	\$D .	\$0 \$0	\$0.;	0.00
VA Distributions ;	\$0	\$0 .		0.00
/liscellaneous	\$1,800	\$2,000	\$200	11.11
otal Expenditures	\$271,650	\$275,600	\$3,950	1.45
			1,000	
RANSFERS	<del></del> .		i . <u>.</u>	·
ransfers In	\$64,212	\$67,657	\$3,446	5.379
ransfers Out Otal Transfers		<u>\$0</u>	\$0.	0.009
otal Transfers	(\$64,212).	(\$67,657)	(\$3,446)	-5.37
NET CHANGE	\$20,341	\$19,836	(\$504)	-2. <b>48</b> °
TRANSFER TO RESERVES	so	\$0	\$0	0.00
TOTAL USE OF FUNDS	\$207,438	\$207,943	\$504	0.249
ENDING FUND BALANCE	\$20,341	\$40,177	\$19,836	97.52
				91.92
RESERVE FUND BALANCE	\$43,346	\$43,346	\$0 i	0.009
NET INCREASE (Decrease)	520,341 ···	\$19,836	(\$504)	-2.489
N FUND BALANCE				

#### CITY/COUNTY ASSOCIATION OF GOVERNMENTS 2005-06 PROGRAM BUDGET

JULY 1, 2005 - JUNE 30, 2006 (by fund)

#### TRANSPORTATION PROGRAMS FUND

PROGRAM DESCRIPTION: The Transportation Program includes the Congestion Management Program, staffing of the Bikeways and Pedestrian Advisory Committee (BPAC) and TDA Fund Management. Program also includes Street Repair Program (Pund 03) that reimburses agencies for repairs and maintenance of local roads that are used by buses. The Peninsula 2020 Corridor study and partial support for the lobbyist are included in this Fund.

Issues: No increase in member assessment for FY 05-06. Have not had increased a member assessment for three years. Need to increase member assessment 5% in FY 06-07. Coordinated the C/CAG budget with the Transportation Authority Budget for consistency. Must actively pursue cost reimbursements for MTC, TA and VTA.

Reserves: Maintained reserves of \$50,000 in Congestion Management Program. Assumed \$88,448 in Street Repair Program will be used in FY 04-05. Need to try to develop adequate reserves of \$200,000 over time for the Congestion Management Program.

## ESTIMATED BEGINNING BALANCE

\$121,800

\$50,000

RESERVE BALANCE			\$50,000
PROJECTED REVENUES			
Interest Earnings	\$5,000		
Member Contribution (CMP 111)	\$354,564		
Federal Earmark	\$300,000		
ISTEA Funding	\$390,000		
PPM	\$67,000		
Grants/ VTA	\$40, <b>0</b> 00		
fiseellaneous/ TA	\$120,000		
TOTAL PROJECTED REVENUES	\$1,276,564	\$1,276,564	
TOTAL SOURCES OF FUNDS		\$1,398,364	
PROJECTED EXPENDITURES			
Administration	\$93,741		
Professional Services	\$747,562		
Consulting Services	\$416,000		
Supplies	\$4,000		
Conferences & Meetings	<b>\$4,</b> 500		
Publications	\$5,500		
Miscellaneous	\$102,177		
TOTAL EXPENDITURES	\$1,373,480	\$1,373,480	
TRANSFERS	\$24,885	\$24,885	
NET CHANGE	(\$121,801)		
TRANSFER TO RESERVES	\$0		
TOTAL USE OF FUNDS		\$1,398,365	
'NDING FUND BALANCE		\$0	

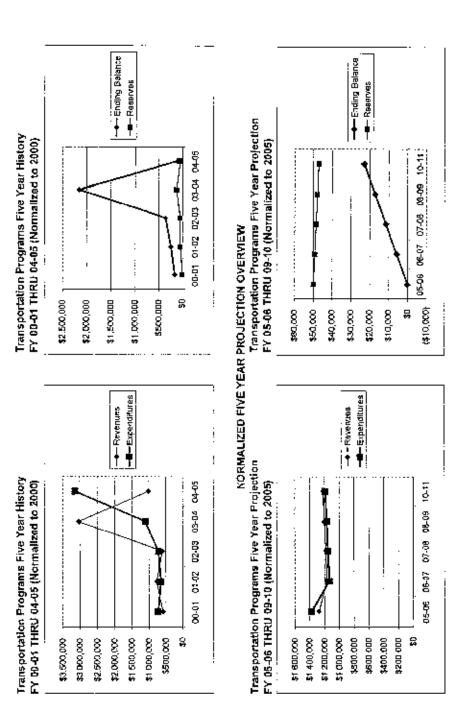
#### RESERVE FUND BALANCE

Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.

TA provides funding for potential TA requested studies.

VTA and TA provide reimbursements for Peninsula 2020 Sateway Study. -17-

# TRANSPORTATION PROGRAMS NORMALIZED FIVE YEAR HISTORICAL OVERVIEW



The \$2,000,000 growth in Revenue and Expenditure was due to the one time. Bus Route Rehabilitation Program. Assumes Revenue and Expenditures grow 3% per year. TREND

Need to increase Member Assessments approximately 5% per year in order to establish a reasonable level of reserves (\$200,000) Need to increase Member Assessments 5% no later than FY 06-07.

Maintained reserve level of \$50,000 for Congestion Management program. Assumed \$88,448 in Street Repair Program will be used. Since this is a one time program it is not really a reserve.

t is assumed that the \$88,448 will be spent and allocated in FY 04-05.

....

<u> </u>		<u> </u>	I	1
	Projected	. i		•
	Actual	Budgeted	Budget	Budget
	FY 2004-05	FY 2005-06	Change	% Change
DECINIANIA ESTA				
BEGINNING BALANCE	\$2,350,380	\$121,800	(\$2,228,579)	-94.82
RESERVE BALANCE	\$138,448	\$50,000	(\$88,448)	-63.89
PROJECTED		<u>i</u> i		
REVENUES		<del>, '</del>	<del></del>	
<del></del>			<del>-</del>	i
Interest Earnings	\$6,000	\$5,000	(\$1,000)	-16.67
Member Contribution	\$354,564	\$354,564	\$0	0.00
Cost Reimbursements	\$53,314	\$0	(\$53,314)	-100.00
ISTEA Funding	\$400,714	\$390,000	(\$10,714)	-2.67
Grants	\$200,000	\$40,000	(\$160,000)	-B0.00
SFIA Treffic Study	\$0	\$300,000	\$300,000	0,00
ŢĘĢĄ	50	\$67,000	\$67,000	00.0
NPDES	\$0	\$D	\$0	0.00
AVA	\$0,	50	\$0	0.00
Miscellaneous	\$100,000	\$120,000	\$20,000	20.00
Total Revenues	\$1,114,592	\$1,276,564	\$161,972	14,531
TOTAL SOURCES OF FUNDS:	PD 404 070			
TOTAL SOURCES OF FUNDS	\$3,464,972	\$1,398,364	(\$2,D86,607)	-59.641
PROJECTED				
EXPENDITURES	<del></del>			<del>-</del>
	~·· <del></del>	<del></del>		
Administration Services	\$92,895	\$93.741	\$846	0.915
rofessional Services	\$729,487	\$747,562	\$18,075	2.48
Consulting Services	\$579,591	\$416,000	! (\$163,591)	-28.23
Supplies	\$3.393	\$4,000	\$608	17.91
Prof. Dues & Memberships	\$D	\$0	\$0	0.009
Conferences & Meetings	\$2,054	\$4,500	\$2.446	119.D79
Publications	\$0	\$5,500	\$5.500	0.009
FCA Distributions	\$0	\$0	\$6 '	0.005
NPDES Distributions	50	\$0	\$0	0.009
VA Distributions	\$0	\$D	\$0	0.00
/liscellaneous	\$2,000,323	\$102,177	(\$1.898,146)	-94.89%
otal Expenditures	\$3,407.743	\$1,373,480	(\$2,034,263)	-59.703
RANSFERS				
ransfers In	\$0	30	\$0	0.009
ransfers Out	523,877	\$24,885	S1,008	4,229
otal Transfers	\$23,877	\$24,885	\$1,008	4.229
ET CHANGE	(\$2,317,027)	(\$121,801)	\$2,195,227	94.74%
RANSFER TO RESERVES	(\$88,448)	\$0	\$88.448	100.009
TOTAL USE OF FUNDS	\$3,343,171	\$1,398,365	(\$1,944,807)	-58.179
NDING FUND BALANCE	\$121,800	(\$0)	(\$121,801)	-108.007
RESERVE FUND BALANCE	\$50,000	\$50,000	\$0	0.009
(ET INCREASE (Decrease)	(\$2,228,579)	(\$121,801)	l.   \$2,106,779	94.539
	/a=i==xia, x1	[ (+ + = 1) O(1)	[ 445-100-115	P7.007
N FUND BALANCE				

# CITY/COUNTY ASSOCIATION OF GOVERNMENTS 2005-06 PROGRAM BUDGET JULY 1, 2005 - JUNE 30, 2006

(by fund)

# SAN MATEO CONGESTION RELIEF PLAN PROGRAM FUND

PROGRAM DESCRIPTION: The San Mateo Congestion Relief Plan (SMCRP) is composed of seven programs whose goal is to move San Mateo County forward to meet the Countywide Transportation Plan requirement to increase transit ridership from 6% to 20% and reduce automobile usage from 94 to 80%. The plan focuses on the operating efficiency of the transportation system through shuttles, Transportation Demand Management, Intelligent Transportation Systems and creating incentives for the cities and county to develop transportation friendly land use. C/CAG will work jointly with SamTrans, the Transportation Authority, and the Peninsula Congestion Relief Alliance in the implementation of this program. SamTrans/ Transportation Authority will determine their level of participation as part of their annual budget process. C/CAG and TA staff coordinated the SamTrans/ TA contribution for FY 04-05. The Samtrans/ Transportation Authority contribution may come into the C/CAG budget as shown or may be directly reimbursed to the appropriate project sponsors. This is the fourth year this program has been budgeted.

ESTIMATED REGINNING BALANCE

\$68,449

ESTIMATED BEGINNING BALANCE		300,449	
RESERVE BALANCE			<b>\$</b> 0
PROJECTED REVENUES			
Interest Earnings Member Contribution (Gas Tax - See Attachment B) Cost Reimbursements Grants (Note 1) Miscellaneous	\$10,000 \$1,300,000 \$447,000 \$0		
TOTAL PROJECTED REVENUES	\$1,757,500		ITS - \$120,000 Hwy 101 Ramp
TOTAL SOURCES OF FUNDS		\$1,825,949	Metering - \$75,000 Local Shuttles -
PROJECTED EXPENDITURES			\$700,000 Employer Shuttles -
Administration Professional Services Consulting Services Supplies Conferences & Meetings Publications Miscellaneous	\$20,000 \$50,000 \$1,595,000 \$0 \$0 \$0		\$200,000 Countywide TDM - \$500,000 <u>Consulting Total -</u> \$1,595,000
TOTAL EXPENDITURES	\$1,665,000		
TRANSFERS	(\$104,000)		
NET CHANGE	\$196,500		
TRANSFER TO RESERVES	\$0		
TOTAL USE OF FUNDS		\$1,561,000	
ENDING FUND BALANCE		\$264,949	•

RESERVE FUND BALANCE

\$0

Note 1 Funds proposed by TA staff. Budget will be adjusted if necessary to reflect final approved amount.

- 2 Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance
- 3 Transfer in of \$104,000 is repayment of the loan to the AB 1546 Program

#### SMCRP PROGRAM FIVE YEAR HISTORY

Member assessments and matching funds are distributed in accordance with the funds received with limited administration cost.

# SMCRP FIVE YEAR PROJECTION

Member assessments and matching funds are distributed in accordance with the funds received with limited administration cost. Given this, there is little information useful for Board decision-making in a five year projection.

#### TREND:

Member assessments and matching funds are distributed in accordance with the funds received with limited administration cost.

Since it basically distributes the funds received, it is not reasonable to establish a reserve for this fund.

05/17/05	CHANGES IN SMCRF	PROGRAM	FUNDS (40/41/42/43/4	4/45/46) BUDGET BY FISC.	AL YEAR
	Projecte				
<u></u>		30	<u>_</u>		
	<u>Actual</u>		Budgeted	Budget	Budget
	FY 2004	4-05	FY 2005-06	Change	% Change
BEGINNING BALANCE		8,014	\$68,449	(\$139,565)	i -67.09%
BEGINIANG BYCKNET		5,014		(4105,000)	-01,0378
RESERVE BALANCE		\$0	\$0	\$0_	0.00%
PROJECTED		<del>-  </del>	i		
REVENUES					
		i			
Interest Earnings	S1:	0,000	\$10,000	\$0	
Member Contribution	\$1,30	0,000	\$1,300,000	\$0	0.00%
Cost Reimbursements		9,883	50	(\$329,883)	-100.00%
ISTEA Funding		SO.	\$0	\$0	0.00%
Grants	· · ·   S10:	2,393 ;	\$447,500	\$345,107	337.04%
SFIA Traffic Study		\$0	\$0	\$0	0.00%
TECA .		\$0	\$0	<u> </u>	0.00%
	· ···	\$0	\$0	. \$0	0.00%
NPDES		50	50	\$0	0.00%
AVA					
Miscellaneous		\$0	; \$0	\$0	0.00%
Total Revenues	\$1,74	2,276	\$1,757,500	\$15,224	0.87%
TOTAL SOURCES OF FUNDS	\$1,95	D 29D	\$1,825.949	(\$124,341)	-6.38%
TOTAL GOOKGED OF THE STATE	4.100			,,,,,,,,,,	
					·
PROJECTED	i-	' '		,	i
EXPENDITURES	<u> </u>		——		<del>!</del>
EXPENDITORES		-+-			
Administration Services		\$0	\$20,000	\$20,000	0.00%
Administration Services		\$0	\$50,000	\$50,000	0.00%
Professional Services	\$1,08		\$1,595,000	\$509,564	46.95%
Consulting Services	31,00	\$0	\$1,393,000	\$D	0.00%
Supplies			- 50	\$0	0.00%
Prof. Dues & Memberships		\$0			
Conferences & Meetings	, <del></del>	\$0	\$0		0.00%
Publications .		\$D ;		\$0	0.00%
TFCA Distributions		\$0	. \$0	\$0	0.00%
NPDES Distributions	<del></del> i:	\$0	. \$0	\$0	0.00%
AVA Distributions		\$0	\$0	\$0	0.00%
Miscellaneous	_ \$69	2,405	\$0	(\$692,405)	-100.00%
Total Expenditures	\$1,77	7,841	\$1,665,000	(\$112,841)	-6.35%
TRANSFERS	···	<del>- i -</del>			
		\$0	\$104,000	\$104,000	0.00%
Transfers In		4,000	<u>#104,000</u>	(\$104.000)	
Transfors Out Total Transfers		4.000 4.000	(\$104,000)	(\$208.000)	
		1.000			
NET CHANGE	(\$13	9,565)	\$196,500	\$336,065	240.79%
TRANSFER TO RESERVES		. \$g	\$0	50	0.00%
TOTAL USE OF FUNDS	\$1,88	! 31,8 <b>4</b> 1	**************************************	(\$320,841)	-17.05%
					gpz 6600
ENDING FUND BALANCE	<del>  \$6</del>	58,449	\$264,949	\$196,500	287.08%
RESERVE FUND BALANCE	·   ·	\$0	\$0		0.00%
NET INCREASE (Decrease)	(\$13	39,565)	\$196,500	\$336,065	240.79%
Note: Beginning/ Ending Reser	ve Fund Belance is an	Lincluded is <sup>©</sup>	legioning/ Ending Fund	Balance	:
	re i dire palarice is no	CRISIOGEO III B	seammilia Euruni Eurun	DESIGNACE	
	:				

## CJTY/COUNTY ASSOCIATION OF GOVERNMENTS 2005-96 PROGRAM BUDGET JULY 1, 2005 - JUNE 39, 2006 (by fund)

#### TFCA PROGRAM FUND

Program Description: The Bay Area Air quality Management District (BAAQMD) is charged under AB 434 to levy a surcharge on motor vehicle registration fees to fund projects and programs to reduce air pollution. This provides the revenues for the Transportation Fund for Clean Air (TFCA) Program. Forty (40) percent of the revenues generated within San Mateo County are allocated to C/CAG to be used to fund local programs implementing specified transportation control measures to improve air quality in the San Francisco Bay Area. A minimum of Thirty (30) percent of the funds are set aside for the County Transportation Demand Management (TDM) Agencies with the remaining competed. The FY 2004-05 focus for the competed funds was on shuttle programs.

ESTIMATED BEGINNING BALANCE		\$371,745	
RESERVE BALANCE			\$0
PROJECTED REVENUES			
Interest Earnings TFCA Motor Vehicle Fee Revenue <sup>2</sup>	\$4,000 \$1,047,289		
TOTAL PROJECTED REVENUES	\$1,051,289		
TOTAL SOURCES OF FUNDS		\$1,423,034	
PROPOSED EXPENDITURES			
Administration Services Professional Services Supplies Conferences & Meetings TFCA Distributions (See Attached Details)	\$11,300 \$31,000 \$0 \$0 \$1,055,000		
TOTAL EXPENDITURES	\$1,097,300		
NET CHANGE	(\$49,011)		
TOTAL TRANSFERS	\$3,000		
TRANSPER TO RESERVE	\$0		
TOTAL USE OF FUNDS		\$1,100,300	
ENDING FUND BALANCE		\$322,735	
RESERVE FUND BALANCE			<b>\$</b> 0

<sup>&</sup>lt;sup>1</sup> TFCA Funds are good for two years. Programming issues, interest and cost reimbursement result in a balance carried forward.

stimate for 2005-06 is \$1,047.289 direct into San Mateu.

Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

# TFCA PROGRAM FIVE YEAR HISTORY

Member assessments and matching funds are distributed in accordance with the funds received with limited administration cost.

# TFCA FIVE YEAR PROJECTION

Member assessments and matching funds are distributed in accordance with the funds received with limited administration cost. Given this, there is little information useful for Board decision-making in a five year projection.

#### TREND:

Member assessments and matching funds are distributed in accordance with the funds received with limited administration cost.

Since it basically distributes the funds received, it is not reasonable to establish a reserve for this fund.

CHANGES IN TECA FUND	(22/23/24/26/26) BUDGE	T BY FISCAL YEAR	T
<del></del>			
	<u> </u>	-,	
	- Budgeted	Budget	Budget
P1 2004-05	FY 2005-06		% Change
\$92,257	\$371,745	\$279,488	302.95
\$0		)   Si	0.009
<del>                                     </del>	<u> </u>	,	
#4 000			<u> </u>
		<del></del>	0.009
		· - · - · - · - · - · - · - · - · · · ·	0.009
			0.009
		· · · · · · · · · · · · · · · · · · ·	0.00%
		<del></del>	0.003
		<del></del>	-0.20%
1			0.009
			0.009
		\$0	0.009
\$1,053,336	\$1,051,289	(\$2,047)	-0.19%
\$1,145,593	\$1,423,034	\$277,441	24.22%
i			
\$10,834			4.30%
\$29,497			5.10%
\$0			0.00%
\$0			0.00%
\$0	\$0		0.00%
\$0	\$0	50	0.00%
\$0	\$10	30	0.00%
	\$1,055,000	, \$324,268	44.38%
\$0	<u> </u>	\$0	0.00%
	\$0	\$0	0.00%
		\$D :-	9.00%
\$771,063	\$1,097,300	\$326,237	42.31%
	·		_,
\$0	\$78.783	\$78.783	0.00%
\$2,785			2836.99%
\$2.785	\$3,000	\$215	7.72%
\$279,488	(\$49,011)	(\$328,499)	-117.54%
	30	30	0.00%
\$773,848	\$1,100,300	\$326,452	42.19%
\$371,745	\$322,735	(\$49,011)	-13.18%
550	\$0	<u>-</u>	0.00%
		i	
\$279,488	(\$49,011)	(\$328,499)	-117.54%
			<u>-117.54%</u>
\$279,488			-117.54%
	Projected   Actual   FY 2004-05   S92,257   S0   S0   S0   S0   S0   S0   S1,049,336   S1,053,336   S1,145,593   S1,145,	Projected   Actual   Budgetac   FY 2004-05   FY 2005-08   FY 2005-08	Actual

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS 2005-06 PROGRAM BUDGET JULY 1, 2005 - JUNE 30, 2006

(by fund)

#### SAN MATEO COUNTY ENVIRONMENTAL/TRANSPORTATION PILOT PROGRAM - AB 1546

PROGRAM DESCRIPTION: A C/CAG sponsored initiative AB 1546 was signed into law by the Governor on September 29, 2004 and took effect on January 1, 2005 as Chapter 2.65 (commencing with Section 65089.11) to Division 1 of Title 7 of the Government Code and Section 9250.5 of the Vehicle Code, relating to local government. The new law provides authorization for the City/County Association of Governments of San Mateo County to impose an annual fee of up to \$4 on motor vehicles registered within San Mateo County for a program for the management of traffic congestion and storm-water pollution within San Mateo County. The Board authorized the implementation of a \$4 fee beginning 7/1/05. Both the traffic congestion and storm-water pollution programs consist of support for local programs and new countywide programs. An allocation for each agency is provided to support the local programs. New countywide programs will be developed for both congestion relief and storm-water pollution programs.

#### ESTIMATED BEGINNING BALANCE

\$0

RESERVE BALANCE S0

#### PROJECTED REVENUES

Interest Income \$10,000 DMV Fee \$1,860,000 Grants

TOTAL PROJECTED REVENUES

\$1,870,000

\$1,870,000

\$1,103,000

\$1,578,000

#### PROPOSED EXPENDITURES

TOTAL SOURCES OF FUNDS

Administrative Services \$125,000 Professional Services \$50,000 Consulting Services \$300,000 Supplies' Professional Dues & Memberships Conferences & Meetings **Publications** 

\$104,000

NET CHANGE \$188,000

TRANSFER TO RESERVES

TOTAL EXPENDITURES

DMV Distribution

TRANSFERS

TOTAL USE OF FUNDS \$1,682,000

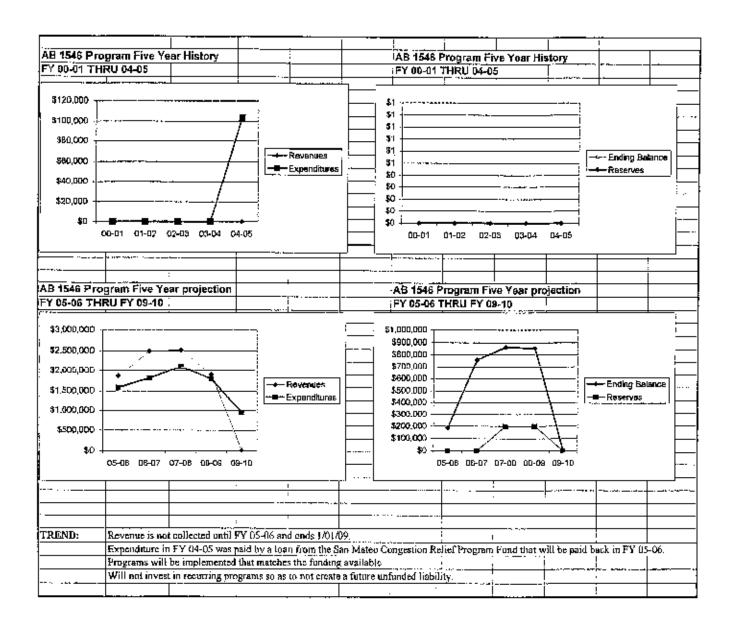
ENDING FUND BALANCE \$188,000

RESERVE FUND BALANCE \$0

Note: 1- Reginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

<sup>2-</sup> Assumed full allocation to Cities/ County.

<sup>3-</sup> Transfer out of \$104,000 is to repay FY 04-05 loan for DMV setup.



	Projected		· — · · · · · · · · · · · · · · · · · ·	┼── -
·	Actual	Budgeted	— · <del> </del>	<del> </del>
··	FY 2004-05	FY 2005-06	Budget_ Change	Budget
			. cliange	% Change
BEGINNING BALANCE	\$0	\$0		0.00
RESERVE BALANCE	<sub>\$0</sub>			<u> </u>
	—   <del>-</del> -	\$0	\$0	0.00
PROJECTED	50,	***************************************	<del></del>	<b>–</b> .—
REVENUES		— ¡···— ••		$\vdash$ $-$
	\$0	\$0	_ +	<del>                                     </del>
nterest Earnings Member Contribution	\$0	\$10,000	\$10.000	0.00
Cost Reimbursements	\$0	\$0		0.00
STEA Funding		i \$0 !	\$0	0.00
Frants	<u>\$0</u>	30	<b>\$</b> 0	0.00
		\$O_;	\$0	0.00
SFIA Traffic Study	\$0	\$0	\$0	0.00
FCA	\$0	\$0	- <u></u>	0.00
IPDES	30	\$0	\$0	0.00
VA	\$0	\$0		0.00
Miscellaneous	\$0	\$1,860,000	\$1,860,000	· <del>0.00</del>
otal Revenues	_  <del></del>			
	· - *D · · -	\$1,870,000	\$1,870,000	0.009
OTAL SOURCES OF FUNDS	30	\$1,870,000	\$1,870,000	0.00
ROJECTED	<del></del>			
XPENDITURES	<del></del>	——	<del></del> : - <del></del> -'	
	SO		<del></del>	<u> </u>
dministration Services	\$101,000	\$125,000	i	
rofessional Services	: \$0		\$24,000	23,769
onsulting Services		\$50,000	\$50,000	0.009
upplies	\$3,000	\$300,000	\$300,000	0.00%
rof. Dues & Memberships			(\$3,000)	-100.009
onferences & Meetings	\$0:	\$0	\$0	0.00
ublications	\$0,	\$D	\$0.	0.00%
FCA Distributions			S0	0.009
PDES Distributions	\$0	\$0	\$0	0.009
	\$0	\$0 <u>;</u>	\$0	0.009
VA Distributions	\$0	\$0	\$0	0.009
iscellaneous	. \$0	\$1,103,000	\$1,103,000	0.003
otal Expenditures	\$104,000	\$1,578,000	\$1,474,000	1417.319
RANSFERS	<del>'</del>			
ansiers in	\$104,000			
ransfers Out	: <u>\$104,000</u>		(\$104,000)	100.009
otal Transfers	(\$104,000)	\$104,000	\$104,000	0.009
		\$104,000	\$208,000	200.009
ET CHANGE	\$0	\$188,000	\$188,000	0.009
RANSFER TO RESERVES	\$0	\$0 \$0	\$0	D.00%
OTAL USE OF FUNDS	\$0.	\$1,682,000	\$1,682,000	0.009
NDING FUND BALANCE	\$0	\$188,000	\$188,000	0.00%
ESERVE FUND BALANCE	\$0	\$0.		0.009
ET INCREASE (Decrease)	<del></del>	\$188,000	\$188,000	0.00%

887

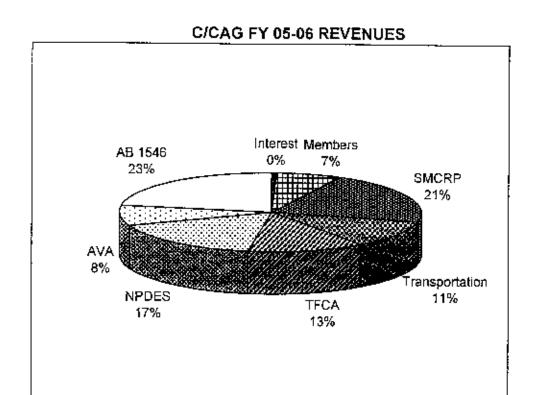
# ATTACHMENT B

MEMBER ASSESSMENTS (Same as FY 04-05)

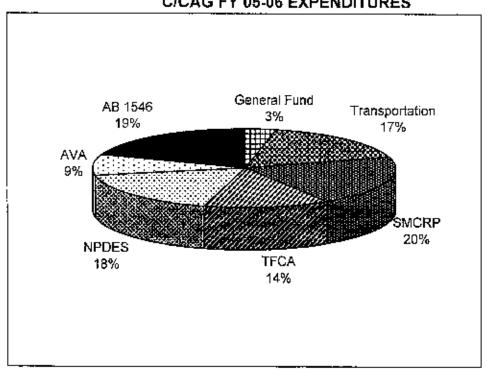
				MEMBER	MEMBER ASSESSMENTS				:   ! 	
					!	! ! !				
Agency		General Fund	Gas Tax	% of Trip . Congestion	estion	Total	NPDES	NPDES	NPDES	Total
! 	Popul.	al. Assessment	Assessment	Assessment Generation Relie		w/o NPDES	Basic (1)	Extended (1)	Total (1)	w/NPDES
Atherton		32.307	\$3,607	1.5	\$19,500	\$25,414	\$10,906	\$8.132	\$19.038	\$44,452
Belmont	3.55		\$12,596		\$42,900:	\$63,553	\$30,446	\$22,702		\$116,701
Brisbane (2)	0.51		\$1,804	1.7	\$22,100	\$25,058	\$8,664	\$6,460	\$15,124	\$40,182
Burlingame	3.98		\$14,118	5	\$65,000	\$88,148	\$34,339	\$15,616	\$59,945	\$148,093
Colina	0.17		\$597	1.3	\$16,900	\$17,879	\$2,933		\$5,120	\$22,999
Daly City	14.65	55 \$33,230	\$51,955		\$127,400	\$212,585	\$81,553	\$60,811	\$142,364	\$354,949
East Palo Alto	4.17	77 89,462	\$14,794	2.2	531,200	\$55,456	\$17,681	\$13,184	\$30,866	\$86,322
Foster City	4.07	77. 59,237	\$14,442	4.3	255,900	\$79,579	\$32,692	\$24.377	690'25\$	\$136,648
Half Moon Bay	<u> </u>	57 \$3,798		_	\$13,000	\$22,735	\$18,581	513,855	\$32,436	\$55,171
Hillsborough	1,53			<b>.</b>	\$13,000	\$21,899	\$14,105	\$10,518	\$24,623	
Memlo Park	الم الم	5, \$9,872	\$15,435	€9	\$81,900	\$107,207	\$42,985	\$32,053	\$75,039	5182,246
Millbrac	2.93	56,644	\$10,388	2.8.	\$36,460	\$53,432	\$22,529	\$16,799	\$39,328	592.760
Pacifica	5.43	512,311	\$19,248		\$44,200	\$75,759	\$45,183	169'88\$	\$78,874	\$154,633
Portola Valley	0.63	5] \$1,431	\$2,237	1.1	\$14,300;	\$17,968	\$7,227	685,53	\$12,616	\$30,584
Redwood City	10.66	524,181	\$37,806		\$179,400	5241,387	\$78,175	\$58,293	\$136,468	\$377,855
San Bruno,	5.68	\$12,880.	\$20,138	3.7	\$48,100	\$81,118	\$42,460	\$31.661		\$155,239
San Carlos	3.92	!	:	4.4	\$57,200	\$79,987	\$39,176	\$29,212	\$68,388	\$148,375
San Mateo	13.08			14.5	\$188,500	\$264,529	\$94,938	\$70,792	\$165,730	\$430,259
South San Francisco	8.56		830,360	9.2	\$119,600	\$169,378	\$73,973	\$55,159	\$129,132	\$298,510,
Woodside (3)	0.76	46 \$1,716	\$2,683	_	\$13,000	\$17,399	\$5,046	\$6,746	\$15,792	\$33,191
San Maxeo County	8.66		\$30,723	. 8.5	\$110,500	\$160,873	\$82,636	\$61,619	\$:44,255	\$305,128
TOTAL	 	\$226,779	\$354,564	100	21,300,000	\$1,881,343	\$790,227	\$589,248	\$1,379,475	\$3,260,818
				— <u>interior</u>	A second of the	1000	-			
1- Funds confected passed on particles undurgs and intaked country at		a tri Guga Otta Parido	County	The Fall Land	א בערבות וחו מתפתי	The fall is county	3	!	!	
2- Dilbeate pays for INFDES Extended from City Finals 3- Woodside pays for Both NPDES Basic and NPDES Extended	Both NPDE	S Basic and NPDES	Extended	from City Funds				•		<u> </u>
				! !						
		-			-					

# ATTACHMENT C

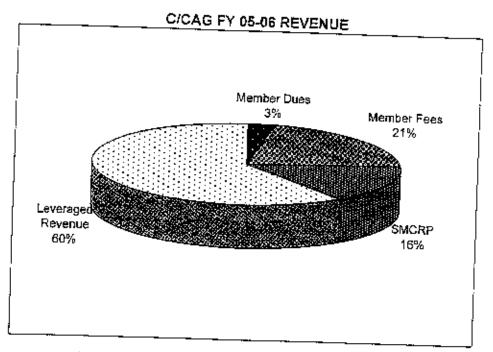
Graphical Representation of C/CAG Budget



# **C/CAG FY 05-06 EXPENDITURES**

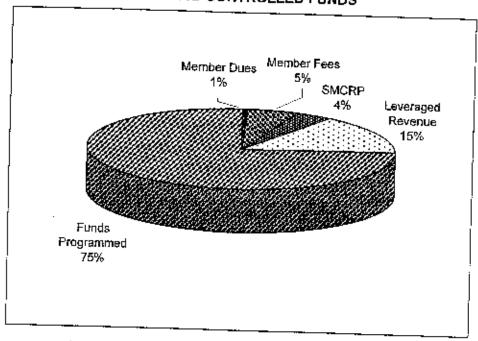


# C/CAG MEMBER DUES/ FEES HIGHLY LEVERAGED



Leverage= \$6,950,607/\$1,960,818= 3.54 to 1 (Less SMCRP Funds)

# C/CAG CONTROLLED FUNDS



Leverage=\$31,950,607/\$1,960,818=16.29 to 1 (Less SMCRP Funds)

## ATTACHMENT E

FY 2004 - 05 Projection vs. FY 2004 - 05 Updated Budget

05/17/05 C/CA			·	
	Projected	Updated	—· i——···—	<del>                                     </del>
	Actual	Budgeted	Budget	Budget
<del></del> · <del></del> -	FY 2004-05	FY 2004-05	Change	% Change
BEGINNING BALANCE	\$3,825,344	\$2,411,484	\$1,413,850	
RESERVE BALANCE	\$282,697			
		\$200,903	<u>\$8</u> 1,79 <u>4</u>	40.71
PROJECTED REVENUES			i	<del></del>
Interest Earnings	\$29,370			Ī
Member Contribution	\$1,881,343	\$29,500	(\$130)	<u>-0.</u> 44
Cost Reimbursements	\$383,197	\$1,381,343 \$400,000		0.00
STEA Funding	\$400,714	\$390,000	(\$16,803)	-4.20
Grants	\$302,393	\$530,000	\$10,714	2.75
SFIA Traffic Study	\$0		(\$227,607)	4 <u>2.94</u> 5
TFGA	\$1,049,336	\$1,034,642	—·   -—\$0	0.009
NPDES	\$1,378,304	\$1,379,475	\$14,694	1.429
AVA	\$680,000	\$680,000	(\$1,171)	-0.089
viscelleneous	\$100,000	\$150,000	\$0	0.00%
			(\$50,000)	-33.339
otal Revenues	\$6,204,657	\$6,474,960	(\$270,303)	-4.1/9
OTAL SOURCES OF FUNDS	\$10,030,001	\$8,886,444	\$1,143,557	12.879
·				
PROJECTED	——· ·—— · <b>:</b> ——		<del></del>	
XPENDITURES		—·   ·-— ·  ——	— - <del> </del>	
Identiciatestina Confess			——————————————————————————————————————	
dministration Services Professional Services	\$467.822	\$362,325	\$105,497	29.129
onsulting Services	\$1.049,203	\$847,500	\$201,703	23.80%
supplies	\$2,927,610	\$1,909,217	\$1,018,393	53.34%
Prof. Dues & Memherships	\$49,950	<b>36</b> 8,250	(\$18,301)	-26.81%
Conferences & Meetings	\$57,977	527,650	530,327	109.68%
ublications	S6,554	\$9,500	(\$2,946)	-31.01%
FCA Distributions	\$29,999 \$730.732	\$26,500	\$3,499	13,20%
IPDES Distributions		\$1.138,740	(\$408,008)	-35.83%
VA Distributions	\$678,000		. \$ <u>D i</u>	0.00%
fiscellaneous	\$2,769,528	\$877,000 \$1,721,500	\$1,000	0.15%
		41,121,500.	\$1,U48,028 ;::	60.88%
otal Expenditures	\$8,767,375	\$6,788,182	\$1,979,193	29.16%
RANSFERS	<del>-</del>	···		
ransfers in	\$168.212	\$384,450	(\$216.238)	ee new
ransfers Out	\$168,212	\$384,450	(\$216.238)	-56.25% -56.25%
otal Transfers	30	\$0	\$D	0.00%
ET CHANGE	(\$2,562,718)	(\$313,222)	(\$2,249,496)	-718.18%
RANSFER TO RESERVES	(\$88,449)			
			(\$88,448)	0.00%
OTAL USE OF FUNDS	\$8.678.927	\$6.788,182	\$1,890.745	27.85%
NDING FUND BALANCE	\$1,351,074	\$2,098,262	(\$747,188)	-35.61%
ESERVE FUND BALANCE	\$194,249	\$200,903	(\$6,654)	-3.31%
ET INCREASE (Decrease)	152 474 270	16040 00		
FUND BALANCE	(S2,474,270)	(\$313,222)	(\$2.161,048)	-689.94%
	- +	<del></del>		

Date:

May 23, 2005

To:

Congestion Management and Air Quality Committee

From:

Local Service RFP Review Committee

Subject:

RECOMMENDATIONS FOR THE AWARD OF FUNDING TO CITIES UNDER THE 3<sup>RD</sup> CYCLE OF THE "LOCAL TRANSPORTATION SERVICES" COMPONENT OF THE COUNTYWIDE CONGESTION

RELIEF PLAN

(For further information contact Walter Martone at 599-1465)

#### RECOMMENDATION

That the Congestion Management and Air Quality Committee (CMAQ) consider the recommendations of the Technical Advisory Committee (TAC) that will be presented orally, for the award of funding to cities under the "Local Transportation Services" component of the Countywide Congestion Relief Plan.

#### FISCAL IMPACT

There is \$700,000 in funding available to match local jurisdiction contributions for projects under this component during the 3<sup>rd</sup> funding cycle. The review committee recommendations, if adopted, will obligate a maximum of \$346,599.50.

#### SOURCE OF FUNDS

The source of the matching funds will be the C/CAG Member assessments that were adopted under the Countywide Congestion Relief Plan combined with dollar for dollar matching funds from the San Mateo County Transportation Authority. All of the applicants must also match these funds dollar for dollar from whatever funding sources they chose.

#### BACKGROUND/DISCUSSION

This item is being considered by the TAC at its meeting on May 19th. Due to the fact that the CMAQ meeting has been moved up one week (because of Memorial Day), the mailing of materials for the CMAQ Committee had to occur before the TAC meeting. Therefore the recommendations of the TAC will be presented orally to the CMAQ Committee. Attached are the materials that were provided to the TAC for its consideration on May 19th.

#### ATTACHMENTS

Materials provided for the TAC's consideration at its meeting on May 19th.

-38-

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Date:

May 19, 2005

To:

Technical Advisory Committee

From:

Local Service RFP Review Committee

Subject:

RECOMMENDATIONS FOR THE AWARD OF \$346,599.50 TO SEVEN CITIES UNDER THE 3<sup>RD</sup> CYCLE OF THE "LOCAL TRANSPORTATION SERVICES" COMPONENT OF THE COUNTYWIDE CONGESTION

RELIEF PLAN

(For further information contact Walter Martone at 599-1465)

#### RECOMMENDATION

That the Technical Advisory Committee (TAC) approve the recommendations contained in this report for the award of funding to seven cities under the "Local Transportation Services" component of the Countywide Congestion Relief Plan.

#### FISCAL IMPACT

There is \$700,000 in funding available to match local jurisdiction contributions for projects under this component during the 3<sup>rd</sup> funding cycle. These recommendations, if adopted, will obligate a maximum of \$346,599.50.

#### SOURCE OF FUNDS

The source of the matching funds will be the C/CAG Member assessments that were adopted under the Countywide Congestion Relief Plan combined with dollar for dollar matching funds from the San Mateo County Transportation Authority. All of the applicants must also match these funds dollar for dollar from whatever funding sources they chose.

#### BACKGROUND/DISCUSSION

The intent of the Local Transportation Services component of the Congestion Relief Plan is to increase the use of public transit by the residents of each local community, thereby reducing local congestion. Local jurisdictions are encouraged to participate in experimental efforts to provide transportation services for its residents that meet the unique characteristics and needs of that jurisdiction. A Countywide pool of funds of \$700,000 has been made available to match local jurisdiction efforts on a dollar for dollar basis. It will be up to each jurisdiction to determine how these services will be organized, the type of service to be provided, and the amount of contribution that the jurisdiction wishes to make. The benefit to the jurisdiction will be the creation or expansion of local transportation services that focus primarily on connecting

that jurisdiction's residential areas with downtown, employment centers, schools, and transit stations.

#### Renewal grants:

1. Menlo Park: \$60,145 requested (reduction of \$11,536 from the previous cycle). This program includes two separate elements. The first element is a fixed route midday shuttle service to medical facilities, downtown Menlo Park, the library, grocery stores, senior centers, the Caltrain Station, the Veterans Hospital, and the OICW job-training center. This element also provides service for children going to recreation facilities.

The second element is a peak period commuter shuttle that connects the Caltrain Station with major locations throughout Menlo Park including worksites on the west and east sides of U.S. 101, Mid-Peninsula High School, OICW, and the Veterans Hospital.

- 2. Foster City: \$66,550 requested (increase of \$1,550 from the previous cycle). This is a fixed two-route shuttle service that connects the Caltrain Hillsdale Station with residential neighborhoods, shopping centers, schools, the library, and recreation centers. The service was started in response to Samtrans service cutbacks that reduced headways from 30 minutes to 60 minutes.
- 3. Burlingame: \$45,000 requested (decrease of \$5,000 from the previous cycle). This is a fixed route shuttle service that connects the Millbrae Inter-Modal Station (Caltrain and BART) with the Mills Peninsula Hospital, Mercy High School, and the residential areas along Adeline Road and El Camino Real.
- 4. East Palo Alto: \$73,915 requested (increase of \$15,810 from the previous cycle). This service has three distinct elements, two of which are continuation of existing services and the third is a new service.

The free weekend shuttle service is a fixed route service connecting the Palo Alto Caltrain Station with locations throughout East Palo Alto including health facilities, senior centers, shopping, and residential areas.

The senior shuttle service is being reconfigured to be a combined fixed route, demand response, and fixed schedule service. It will be operated directly by the City instead of an outside contractor. These changes are being implemented to reduce costs and increase ridership. The service targets senior citizens and takes them from residential areas to shopping, the Senior Center, and medical facilities.

The third element is a new service. It will provide up to 100 subsidized monthly Samtrans passes for low-income East Palo Alto residents. Due to the high up-front cost of a monthly pass, most low-income individuals are forced to purchase daily tickets at a higher cost, thereby limiting their use of transit. This subsidized ticket program will hopefully result in an increased use of the Samtrans bus system.

5. Millbrae: \$56,000 requested (this request is for anticipated unspent carryover funds from the existing contract with Millbrae - no new funds are requested). This service is operated directly by the City and is structured as an advance reservation service for senior citizens that takes them door-to-door with their destination. In order to keep costs low, a modest fare is charged to the customers. Service is offered to medical appointments, shopping, and recreation facilities. As originally designed, this shuttle was also intended to include transportation for students to access the Taylor Middle School and after school activities. Unfortunately this element of the service was never implemented due to school-related requirements that were too difficult for the program to accommodate. For this reason and also due to a late start in implementing the senior citizen service, there are substantial unspent funds in this program. The City has estimated that there are sufficient carry-over funds to continue the service for fiscal year 2005-06. The City also intends to continue to explore the possibility of expanding the service for middle school students.

#### New grants:

1. Brisbane and Daly City: \$44,989.50 requested. Samtrans bus service for the City of Brisbane and the Bayshore section of Daly City was eliminated last year due to low ridership and inadequate fare box revenues. In response to this service change, the two Cities worked together with the Samtrans Shuttle Bus Program to design a new service that would be more responsive to the demographic in this locality. The new program operates as an on-demand service that takes residents of Brisbane and the Bayshore area of Daly City to the Bayshore Caltrain station, the Colma and San Bruno BART stations, Serramonte and Tanforan Shopping Centers, and other locations upon the request of the riders. The newly designed service has proven to be very popular and is meeting a unique need for the communities it serves.

#### LOCAL SERVICE PROGRAM EVALUATION

In November 2004, the C/CAG Board commissioned an independent evaluation of all of the local service programs that were currently being funded by C/CAG. The conclusions were that all of the programs were meeting important service needs for their individual communities and that the services were designed to specifically address local mobility issues not currently dealt with by existing transit and other transportation programs. All of the programs were playing a vital role in helping individuals to rely less on the automobile for transportation.

The evaluation report also provided some guidance for future programs, including the identification of best practices and recommended performance standards/ benchmarks so that C/CAG could compare the effectiveness of the services. These standards covered operating cost per passenger, operating cost per revenue hour, and passengers per revenue hour. All of the programs being recommended for funding have achieved at least one of the benchmarks. C/CAG staff will carefully monitor each program to ensure that it is making appropriate progress throughout the contract period toward achieving all of the benchmarks.

## **ATTACHMENTS**

• Applications from the jurisdictions are enclosed separately for TAC members only.

Date:

May 23, 2005

To:

Congestion Management and Air Quality Committee

From:

Richard Napier, Executive Director

Subject:

MTC'S TRANSIT ORIENTED DEVELOPMENT PROGRAM (TOD) AND

POTENTIAL IMPACT ON THE DUMBARTON RAIL EXTENSION

(For further information contact Richard Napier at 650 599-1420)

#### RECOMMENDATION

This item is for discussion and possible action. The CMAQ Committee may want to make a recommendation on which Option should be adopted by the Metropolitan Transportation Commission (MTC) for its Transit Oriented Development Program.

#### FISCAL IMPACT

Unknown.

#### SOURCE OF FUNDS

Not applicable.

#### BACKGROUND/DISCUSSION

At the April CMAQ meeting, Jim Bigelow brought to the Committee's attention a concern that MTC is considering adopting policies that the Transit Oriented Development funding and New Rail Starts funding. The issue is whether this new policy could have an impact on the New Rail Starts funding that is needed to complete the Dumbarton Rail extension. Attached is a draft of the policy being considered by MTC. Attached to the policy is a chart that identifies the various options for ways to implement it. The CMAQ Committee may want to review these options and decide if a recommendation should be made to MTC on the adoption of one of these options or a variation of one of the options.

#### <u>ATTACHMENTS</u>

- MTC Preliminary Regional Policies and Incentives to Encourage Transit-Oriented Development.
- Attachment A: MTC's TOD Policy Key Issues Matrix

# PRELIMINARY REGIONAL POLICIES AND INCENTIVES TO ENCOURAGE TRANSIT-ORIENTED DEVELOPMENT

#### I. PURPOSE

The Metropolitan Transportation Commission (MTC) has developed a set of policies to improve the integration of transportation and land use in the Bay Area—including a specific policy to condition the allocation of regional discretionary transit funds under MTC's control, provided by Resolution 3434, on supportive land use policies for station areas and corridors included in the region's transit expansion program. The intent of this regional Transit-Oriented Development (TOD) policy is to improve the cost-effectiveness of regional investments in new transit expansions and to encourage transportation agencies, local jurisdictions, and the private sector to work together to create development patterns that are more supportive of transit. The purpose of this paper is to propose draft performance measures and implementation strategies for the regional TOD policy. It will be widely circulated for public comment, and the proposed performance measures and implementation strategies will be tested through a series of case studies, to be refined and eventually adopted as part of an update to Resolution 3434 in 2005.

#### II. BACKGROUND

The five regional planning agencies, led by the Association of Bay Area Governments (ABAG), released a Smart Growth Vision for the nine-county Bay Area in 2002 that established a goal of capturing half of all new development over the next two decades around the region's transit hubs and corridors." In December 2003, the Metropolitan Transportation Commission made a commitment to assist in the implementation of the vision by adopting a Transportation/Land Use Platform. The platform establishes MTC's overall approach to improving the integration of transportation and land use in the Bay Area, and builds upon MTC's Transportation for Livable Communities (TLC) and Housing Incentive (HIP) programs. One of the key Platform points is to condition the allocation of regional discretionary transit funds under MTC's control, provided by Resolution 3434, on supportive land use measures by local jurisdictions.

MTC's Resolution 3434 provides a funding commitment of \$11.7 billion for nearly two dozen new transit expansion projects in the nine-county San Francisco Bay Area (see Attachment A for a complete list of projects). Some of these projects are planned for newly growing areas and others are intended to improve service in the urban portions of the region. These projects encompass a wide range of transit technologies (BART, light rail, ferry, commuter rail, streetcar, and bus rapid transit) and will support a diverse range of places (urban downtowns, suburban centers, residential neighborhoods, and park-and-ride stops).

#### III. EXISTING MTC POLICY

The Commission's Transportation/Land-Use Platform calls for a stronger linkage between transportation and land use planning in the Bay Area. As a key element of the platform, the Commission took a further step to condition the award of regional discretionary transit funding on supportive local land use policies. The policy states that the Commission will:

- Encourage changes to local general plans that support Transit Oriented Development for Resolution 3434 investments.
- Promote development of land uses adjacent to major transit extensions to support ridership markets that will make these investments economically feasible.
- Condition the award of regional discretionary funds under MTC's control for Resolution 3434 expansion projects on the demonstration by local government that plans are in place supporting some level of increased housing/employment/mixed use density around transit stations.

This paper defines how the above policy to condition transit funding on supportive land use could be implemented. It is based on extensive work undertaken as part of the ongoing Transit-Oriented Development study conducted by MTC in partnership with the Association of Bay Area Governments. It is also an attempt to build on and support two other existing policies for linking supportive land use with transit investments-BART's system expansion policy and FTA's New Starts process for federally funded transit expansions.™

There are three key elements of the regional TOD policy as proposed: (a) utilize a simple performance measure to quantify appropriate minimum levels of development around transit stations to support cost-effective transit investment decisions; (b) provide financial assistance for the development of local station area plans for transit stations subject to the regional TOD policy; and (c) establish a transparent implementation process that defines expectations, timelines, roles and responsibilities for key stages of the transit project development process.

#### IV. CORRIDOR PERFORMANCE MEASURES

The goal of transit-oriented development is to maximize the number of potential transit riders that live and work within walking distance of transit stations. A key part of the implementation of this regional TOD policy is to establish a quantitative performance measure that can be applied to regional transit investments under Resolution 3434. MTC and the TOD Study consultant—the Center for Transit-Oriented Development spent several months developing a set of alternative performance measures and vetting them through a variety of stakeholders including local transportation agencies, city planning staff, private developers, non-profit housing providers, community organizations and other industry experts.

These initial performance measures included: (1) a proposal to establish a threshold for a minimum percentage of riders that walk to the transit stations as a proxy for surrounding transit-oriented development; (2) a proposal to measure population and jobs along the proposed transit comidor; and (3) a proposed point system that would evaluate population, employment, urban design standards, and other supportive local policies to promote TOD. The first and third measures have since been eliminated due to a variety of concerns. Forecasting walk access to future transit stations was seen as too burdensome for transit agencies and local governments since it is not a traditional measure and could easily prove to be unreliable. The point system was discarded due to concerns around the subjectivity and the complexity involved in the proposed evaluation process.

Two options for performance measures are presented here—Option 1 is based on population, while Option 2 is based on both population and jobs. Option 1 would establish a threshold for minimum levels of population in the areas immediately around transit stations along a proposed corridor, based on studies that conclude that people who live within a close walk of a transit station are far more likely to ride transit." Option 2 would include both population and jobs, based on the additional findings that commuters whose jobs are close to transit are more likely to commute on transit. Either one of these options would set threshold levels—of population or a combination of population and jobs—for a corridor under consideration, tailored to the type of transit being proposed and based on both existing land use patterns and future land use plans. How targets are distributed along the corridor, and how the targets are distributed within the proximity of each station—e.g. by housing type, employment type and density—would be determined collaboratively by the affected local jurisdictions in each corridor.

It is essential to note that developing vibrant transit villages and quality transit-oriented development throughout the region—and building places that people will want to live, work, shop and spend time in—will not be solved through housing or population alone. Parks, shops, neighborhood services, street design, block size, parking policies and design features that enhance community character are all critical elements of creating successful transit-oriented developments. MTC believes that these are issues that are best addressed on a station-by-station basis as part of the proposed Station Area Plan process (see below for more details).

Both corridor performance measures presented below are based on higher thresholds for transit systems that are costlier to build but also serve as better attractors for transit-oriented development. Thus higher population thresholds will be proposed for BART expansions, and lower thresholds for commuter rail and ferry terminals. As the policy is proposed, there would be no population threshold test applied to any express bus or enhanced bus projects as part of Resolution 3434.

OPTION 1: AVERAGE POPULATION PER SQUARE MILE RESIDENTIAL ONLY

	BART	Light Rail	Bus Rapid Transit	Commuter Rail/Ferry
Population Per	11,000-	10,000-	8,000-	6,000-
Square Mile	21,000	20,000	18,000	16,000

Population per square mile is an average per station based on planned residential population within a half mile of all new stations.

ОРТІОІ	N 2: AVERAGE RESIDENTI	POPULATION AL PLUS EMPI	PER SQUARE LOYMENT	MILE
	BART	Light Rail	Bus Rapid Transit	Commuter Rail/Ferry
Population+Jobs Per Square Mile	25,000- 45,000	15,000- 35,000	15,000- 30,000	15,000- 25,000

Population per square mile is an average per station based on planned residential and employment population within a half mile of all new stations.

#### V. REGIONAL SUPPORT: STATION AREA PLANS & TLC

MTC is in the process of developing a Station Area Planning Program to assist local governments and transit agencies in the development of these station area plans. As part of the implementation of the regional TOD policy, each proposed transit project seeking funding through Resolution 3434 must develop a station area plan—funded by MTC as part of the Station Area Planning Program—for each proposed station. Station Area Plans should, at a minimum, define both the land use plan for the area as well as the policies—

zoning, design standards, parking policies, etc.—for implementation.\*\*\* The plans should also include the following elements:

- Market assessment of the timing and viability of various proposed land uses;
- Transit ridership estimates and estimates of patrons walking from the station area to the station itself;
- Station access and circulation plans for motorized, non motorized and transit access;

- Urban Design standards, such as block size, "build to" lines, streetscape and sidewalk standards, particularly those that will promote the livability and walkability of the station area;
- TOD-related parking standards for each land use, along with provision for shared parking;
- A financial plan for identification of public infrastructure required and needed revenue tools such as tax increment financing, parking revenues or parking districts and assessment districts;
- Implementation plan for the station area plan that addresses how development proposals should be evaluated based on their consistency with the station area plan.
   Definition of a process for how the local jurisdiction will deal with project proposals that do not meet or contribute to the standards, criteria and expectations established in the local Station Area Plans.

It is also envisioned that TLC capital project funding, as well as funds available under MTC's Housing Incentive Program (HIP), would provide additional financial incentives to carry out projects identified in the Station Area Plans.

#### VI. PROPOSED IMPLEMENTATION PROCESS

Transit-oriented development involves the implementation of both transit projects and land use decisions, which have traditionally been developed in different policy arenas and on separate schedules. Major transit projects typically involve the following major steps: (1) Alternatives Analysis/Environmental review, (2) Preliminary Engineering, (3) Final Design/Right of Way, and (4) Construction. Land use development decisions relating to transit stations typically involve the major steps of general plan amendments, station area plans, zoning amendments, and permitting. In both cases some of these steps may be conducted concurrently or in a slightly different order.

in order to implement the regional TOD policy, it is proposed that a more coordinated process be developed for linking Resolution 3434 transit projects with supportive land use policies as shown in the accompanying flowchart and table. The flowchart focuses on MTC's process – particularly two threshold tests: 1) Plans are developed that meet the test after the EIR, and 2) Plans are adopted and in place before construction. The table provides more information regarding concurrent activities by different agencies. Note that while the typical proposed implementation process is described here, the exact implementation steps would need to be addressed for individual Resolution 3434 projects to correspond to specific situations.

Each of the major transit extensions subject to this process will need to convene a Corridor Working Group—many already have a working group that may be adjusted to take on the role of addressing supportive land use policies. The Corridor Working Group should be coordinated by the relevant county congestion management agency (CMA), and will need to include the sponsoring transit agency, the local jurisdictions in the corridor, ABAG, MTC, and other parties as appropriate.

The Corridor Working Group must assess whether the planned level of development—the level of local development planned around each of the stations and summed for the entire transit extension in the corridor—satisfies the corridor threshold as defined for the

#### PRELIMINARY DRAFT . REGIONAL TOD POLICY

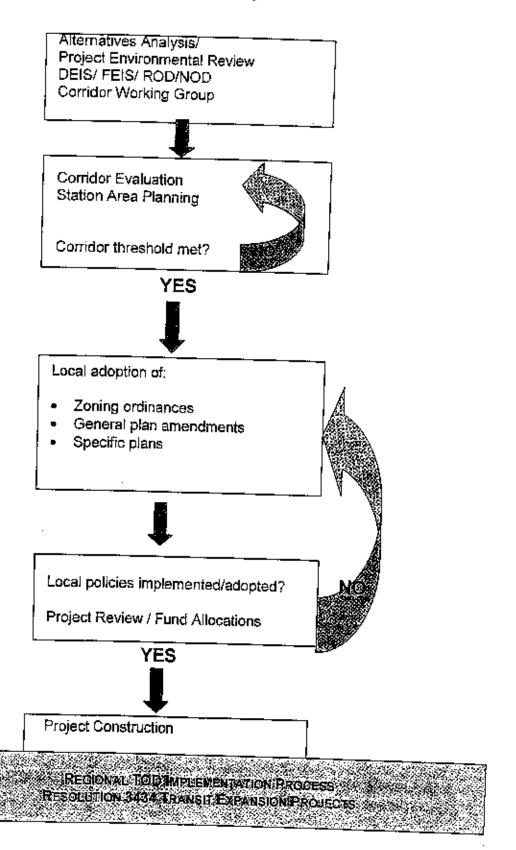
mode. The Corridor Working Group should also address how to distribute target levels of development among individual stations. MTC will assist in the development and funding of Station Area Plans for transit stations under Resolution 3434.

One key purpose of the Corridor Working Group is to connect the development of station area planning with the development of the transit project—creating transit stations that strengthen local communities and promoting local development patterns that effectively support the transit system. The Corridor Working Group will continue with corridor evaluation and station area planning until the corridor threshold is met and supporting Station Area Plans are adopted.

The next step of the process involves the adoption of local policies to enable and facilitate the implementation of the Station Area Plans. The Corridor Working Group' should monitor the development of station area plans and to assess whether the corridor will meet the corridor population threshold for the defined transit mode. At this point MTC project review can occur, with the subsequent fund allocation for project construction. MTC can then further assist in the implementation of the Station Area Plans through TLC and HIP grants.

As noted at the beginning of section, the intention here is to describe a proposed "typical" or "model" implementation process—the exact implementation steps need to be addressed for individual Resolution 3434 projects to correspond to specific situations. The Resolution 3434 Transit Expansion Projects are included as Attachment A—note that the application of these thresholds to the individual projects will be subject to subsequent discussion with sponsors that assess the development stage of the project, the type of project, and the role of regional discretionary funds.

## TOD POLICY IMPLEMENTATION PROCESS for Res. 3434 Projects



Transit Project Stage / Transit Agency <sup>ix</sup>	City	MTC/CMA/ABAG
	dor Working Group to address corrid performance evaluation, coordinate s	
Environmental review	Conduct Station Area Plans	Coordination of corridor working group, funding of station area plans
(b) Station Area Plans:mu	must have plans that meet corridor dev st be completed. Transityproject continu nold for mode or reconsidering mode) ar	es with planning effort
Preliminary Engineering /Final Design/ROW	Adopt Station Area Plans. Revise general plan policies and zoning, environmental reviews	
Step 2 Threshold (e) local pol (	licies adopteditor station areas: (b) imple lace per adopted Station Area Plan	mentation mechanisms in
Construction	Implementation (financing, MOUs) Solicit development	TLC planning and capital funding, HIP funding

#### VII. KEY QUESTIONS FOR THE REGIONAL TOD POLICY

This paper defines how MTC's policy to condition transit funding on supportive land use could be implemented. It is intended to define a set of policy proposals with enough specificity to allow useful discussion and debate, while allowing enough flexibility for meaningful feedback and input over the coming months. In addition to "testing" the performance measure options and implementation process through a series of TOD case studies between now and Spring 2005, there are also a number of major policy questions that must be answered before the final policy is adopted. These include:

- Is residential population around transit stations the best overall measure for TOD supportive land use in the Bay Area? Should some measure of employment be incorporated? Are the thresholds as defined appropriate?
- Is a performance measure at the corridor level the best approach? How
  does the corridor-level performance measure function for stand alone
  stations, such as infill stations on an existing corridor, or the new ferry
  terminals that don't fit the traditional definition of a corridor?
- How does this policy apply to transit projects that are farther along in the project development process under Resolution 3434?

- This paper proposes to exempt smaller scale express bus and enhanced bus projects from the regional TOD policy. Are there other types of transit projects that should be exempt? Should corridor enhancements and upgrades that don't include new stations be exempt?
- Should some minimum level of existing development be in place before final approvals for the transit project proceed into the construction phase?
- Is there additional assistance and incentives that local governments need in planning for TOD and completing station area plans?
- Are the roles and responsibilities of the involved agencies appropriate?
   What is the best role for the private sector, community and neighborhood organizations?

## VIII. NEXT STEPS FOR THE REGIONAL TOD POLICY

MTC and its partners will conduct outreach to transit agencies, local elected officials and staff, public interest stakeholders, developers/business interests and city staff to receive feedback on the proposals. During this outreach period, MTC will also be conducting a series of case studies to test how the proposed TOD policy would be applied and the degree to which it would be effective in meeting the proposed goals.

MTC's Transportation-Land Use Task Force, the MTC-ABAG Joint Policy Committee, MTC's Planning and Operations Committee, and ABAG's Regional Planning Committee will all vet this policy proposal, and will be briefed on the findings from the case studies as they are used to test the proposals. A final policy will be amended into Resolution 3434 as part of a larger update in the spring of 2005.

Attachment A - Resolution 3434 Transit Ex	pansion Projects	·
Project	Sponsor	Project Cost (2004 \$; in millions)
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: Phase 1	AC Transit	16
Major Corridors Enhancements - Bus Rapid Elements	AC Transit	g.
BART/Oakland Airport Connector	BART	254
Tri-Valley Transit Access Improvements to BART	BART/ACCMA	445
BART East Contra Costa Rail Extension	BART/CCTA	
BART Fremont to Warm Springs	BART	390
BART: Warm Springs to San Jose/Santa Clara	VTA	678
Caltrain Express phase fi	Caltrain JPB	4,149
Caltrain Express: Phase 2	Calltrain JPB	482
Caltrain Electrification	Caltrain JPB	602
Caltrain Downtown Extension/Rebuilt Transbay Terminal	TJPA	1,817;
Capitol Corridor Phase 1 Expansion	CCJPA	158
Capitol Corridor: Phase 2 Enhancements	CCJPA	···
Regional, Express Bus *Rhase (IXOPEN FOR SERVICE**	MTC	96
MUNI Third Street Light Rail Transit Project Phase 2 - New Central Subway	Muni	. 694
Altamont Commuter Express (ACE): service expansion	SJRRC, ACCMA, VTA	128
Sonoma-Marin Rail	SMART	268
Dumbarton Rail	SMTA, ACCMA, VTA, ACTIA, Capitol, Corridor	300
Downtown/East Valley: Santa Clara/Alum Rock Corridor and Capitol Expressway LRT Extension to Nieman	VTA	550
Expanded Ferry Service Phase 1: Berkeley, Alameda/Oakland/Harbor Bay, and South San Francisco to San Francisco, Downtown Ferry Terminal Improvements, and Spare Vessels.	WTA	100
Expanded Ferry Service Phase 2: Alameda to South San Francisco, and Hercules, Antioch, Treasure Island, Redwood City and Richmond to San	WTA	
TOTAL	41177	139
		<u>\$ 11,764</u>

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POLICY ISSUE	Francing Question	Optiva 1	Option 2	Option 3
Application of the Polling	· · · · · · · · · · · · · · · · · · ·	京からはない にいい はないとう ないない	· · · · · · · · · · · · · · · · · · ·	なるのであっている。あるないのでは、これでは、
1. MFC's Funding Leverage	Which projects should the TOD policy apply to?	All Res. 3434 projects receiving regional discretionary funding	Only projects that use mole than a certain amount/percentage of regional discretionary funding	
2. Type of Project	of projects should the TOD polis	All types of Res. 3434 improvements (transit service apgrades, expansions and extensions)	Transit projects that expend sorvice by cufractements or extensions	Unly physical massif extensions
ACOMPAGE LEVER THE PROPERTY OF THE PARTY.		· · · · · · · · · · · · · · · · · · ·		ではることははなけれる
3. Thresholds: Honsing / Joh	What are the appropriate housing antitor fob measures for the corridor level thresitalâs?	One continued measure for jobs and housing	A separate measure for housing and a separate measure for jobs	Only a measure for housing
4. Affordable Housing	Should the TOD policy require affordable housing in the corridors?	Require a minimum of new housing to be afferdable	Give affordable housing additional weight toward meeting corridor housing total total total and the shold and the	Do not require at weight affordable housing
5. Landbanking	Shoodd the TOD policy allow londhanding to count toward the thresholds?	Allow fitnited (blue interim uses with a specific plan and time-specified conversion plan	Oaly allow parking lost or other non- building uses as future interim use	Do not allow land banking to count toward the diresholds
Santon digginaria				
Fanding	Should MIC s station area planning grams be restricted to Resolution 3434 corridors?	Restrict Station Area Planning Grants to stations in Res. 3434 confidors that John's currently meet the land use thresholds.	Make Station Area Plenning Grants evaluable to stations in all Res. 3434 corridors	Make Station Area Planning Grants available to both Res. 3434 and extisting autions
7, Design Guidefines	Should the station area planning grauss inchede design guideltnes?	Require use of regional design stated ands	Require use of relevant transit agency standards or other specified design guidelines	Do not require use of design guidelines
8. Parking Management	Should the policy require local parking policies for land uses close to transit stations, e.g. maximum ratios and pricing?	Require use of regionally developed parking polities for transit station areas	Require use of locally developed pariding policies for transit station areas	Do not require TOD-oriented parking policies
9. Anto-Dependent Uses	Should the TOD policy prohibit avio-dependent uses, e.g. big box retail?	Require focal jurisdictions to prohibit auto-dependent uses in station areas	Require foral juristictions to adopt pedestrian friendly design standards such as small block sizes and wider sidewalks	Do not prohibit any sparific fand uses or require any spacific pedeclain design standards

JACOMMITTEU PO2005904-05/IOD policy matrix doc

Date:

May 23, 2005

To:

Congestion Management and Air Quality Committee

From:

Richard Napier, Executive Director

Subject:

DISCUSSION ON THE NEW ENVIRONMENTAL ROLE OF CMAQ AND CONSIDERATION OF A CHANGE IN NAME FOR THE COMMITTEE

(For further information contact Jill Boone at 650 599-1433 or Walter Martone

at 650 599-1465)

#### RECOMMENDATION

This item is for information only. Possible action may be taken to change the name of the CMAQ Committee to one that encompasses its new responsibilities.

#### FISCAL IMPACT

None anticipated.

#### SOURCE OF FUNDS

Not applicable.

#### BACKGROUND/DISCUSSION

The C/CAG Board, at its regular meeting on April 14, 2005, voted to expand the role of the CMAQ Committee to include environmental, solid waste, and hazardous waste programs. C/CAG staff will provide a brief presentation on the new roles and responsibilities for CMAQ as a result of this change.

In 1992, C/CAG was designated as the Local Task Force (LTF) to review the planning documents and identify issues of Countywide concern regarding AB 939. This legislation requires cities and the County (unincorporated) to reduce their waste by 50%. A Solid Waste Advisory Committee (SWAC), consisting of private and public members, was convened to make recommendations to C/CAG on actions pertaining to AB 939.

As the LTF's mandated responsibilities decreased over time, the SWAC met less frequently. Recently a new need has arisen to have a forum for consideration of policy and program ideas relating to a broad range of environmental issues including green building, energy, solid waste management, water resources, air quality and other important topics where a cooperative approach among the cities and the County would be beneficial.

There currently are several technical or staff committees on environmental issues. However, there are no policy level committees for environmental interests. It is important that such a committee include a broad array of representation including elected officials, the business and environmental communities and the general public. The Congestion Management and Air Quality Committee (CMAQ) already has members from these groups and it would be difficult to duplicate this representation on another committee. CMAQ also already has a role in environmental programs through its responsibility for advising C/CAG on matters related to air quality. Therefore the C/CAG Board had decided to expand the role of CMAQ to include environmental, solid waste, and hazardous waste programs.

Over the last year CMAQ canceled five of its twelve regularly scheduled meetings due to an insufficient number of agenda items. Therefore this expansion of the scope of the Committee is not anticipated to overburden the members with added meetings or longer meeting times. It is expected that the frequency and intensity of the environmental matters coming before the Committee can be managed within the existing schedule of regular CMAQ meetings. Staff support for this additional effort will come from the existing staff participating in the various technical forums. No additional staffing will be needed.

As a result of this change in responsibilities, CMAQ may want to consider a change in the name of the Committee.

#### **ATTACHMENTS**

None.